The Autocar
11 MAY 1956

BRITISH CARS AND ACCESSORIES

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULATION

Mohair coat and jersey hat by Jaegar

BEAUTIFULLY FAST, THE AUSTIN HEALEY

AUSTIN HEALEY. 2.6. litre O.H.V. engine. Over 100 m.p.h. top speed. Beautifully finished. Real leather upholstery and luxury carpeting. Accessories part of standard equipment.

AUSTIN HEALEY

The Austin Motor Company Limited, Longbridge, Birmingham

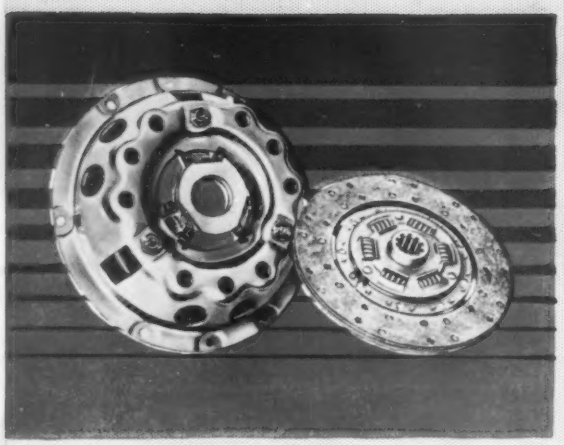
if the going is rough

Your BORG & BECK

REGD TRADE MARK

FRICTION CLUTCHES

will pull you through



The LAND ROVER has been designed for tough going. No matter what the strain the nine inch BORG & BECK clutch will transmit the engine power for two or four wheel drive to overcome the roughest terrain.

Fitted to 82% of British Cars

BORG & BECK COMPANY LTD., LEAMINGTON SPA, WARWICKSHIRE

Eighty Progressive Years merged with the Rootes Group

Means SINGER

QUALITY AND CRAFTSMANSHIP

at NEW LOW PRICES

THE SINGER HUNTER DE-LUXE.
A spacious 5/6 seater with exceptional comfort and a wide range of luxury equipment fitted as standard. Heater unit embodying de-froster and de-mister; twin matched fog lamps; Reversing lamp; Screen washers; Clock; Oil gauge and ammeter; Inspection lamp; Twin sun vizors; Fitted tool tray; Rimbellishers and overriders. Luggage compartment of more than 13 cu. ft.
The most complete value-for-money car on the market.

£575
PLUS P.T. £288-17-0

THE SINGER HUNTER SPECIAL SALOON.
At a special, advantageous price. Incorporating the renowned Singer features of sturdy construction and fine quality of finish. Safe, economical motoring with an excellent all-round performance.

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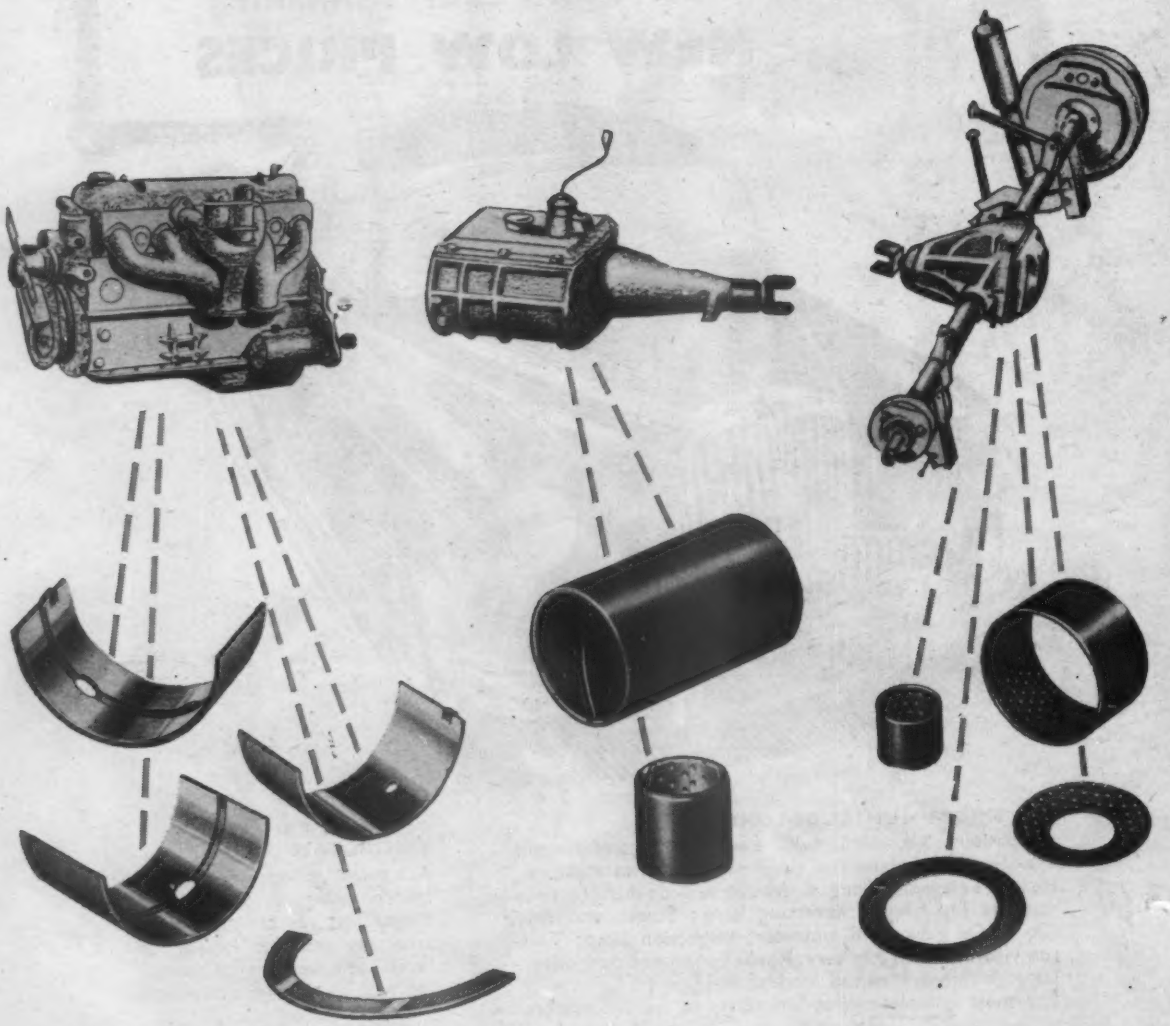
SINGER MOTORS LTD., SMALL HEATH, BIRMINGHAM · ALSO AT COVENTRY
London Showrooms and Export Division : Rootes Ltd., Devonshire House, Piccadilly, London, W.1

51 different car manufacturers

fit VANDERVELL



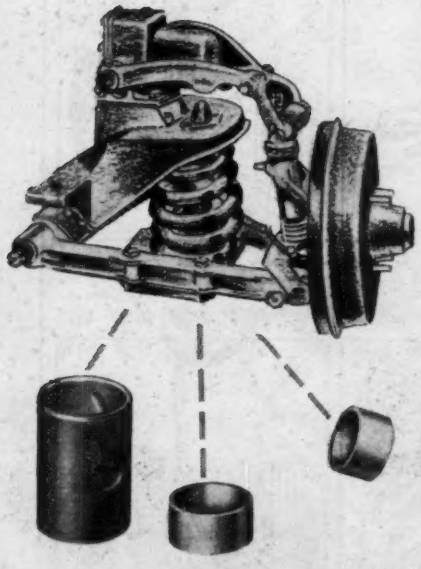
The largest producers of

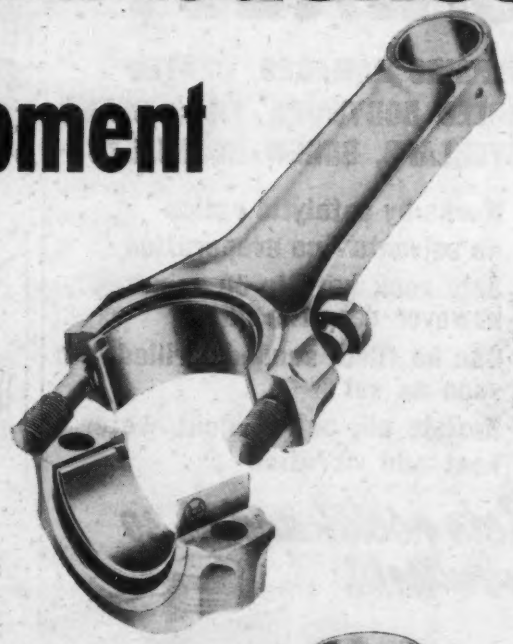
VANDERVELL PRODUCTS LIMITED · WESTERN AVENUE · ACTON W3 · LONDON

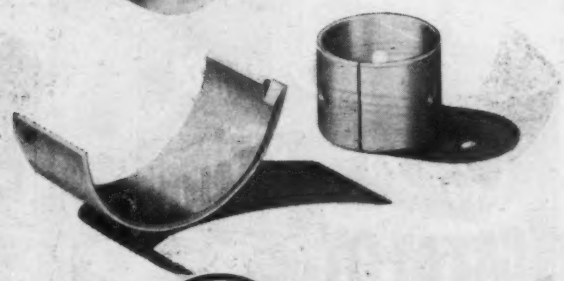
in Europe

bearings and bushes

as original equipment







See that your replacement parts bear this mark

REGD. TRADE MARK

bearings and bushes in Europe

VANDERVELL PRODUCTS (CANADA) LTD

401 KIPLING AVENUE SOUTH · HOLLYWOOD POST OFFICE OFF QUEENSWAY TORONTO 14 · CANADA

A COMPLETELY NEW FILLING TECHNIQUE!

Holt's CATALOY

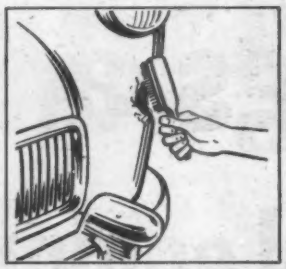
REPAIRS DAMAGED, DENTED HOLED BODYWORK - FILLS SEAMS OVERLAPS, SCREW HEADS ETC

- Works by catalytic action
- No solvents - no evaporation
- Sets rock hard in 30 minutes however deep the filling
- Can be filed, sanded, drilled, etc soon as set
- Resists oil, petrol, acid, water, heat and vibration

Sets rock hard in 30 minutes!

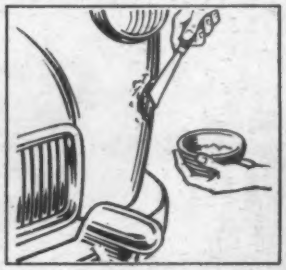
Cataloy is available in 2 sizes of pack (1 kilo and 2 kilo) containing both liquid and powder together with full instructions. A special plastic bowl ideal for mixing Cataloy is available from the makers.

HOW TO USE CATALOY

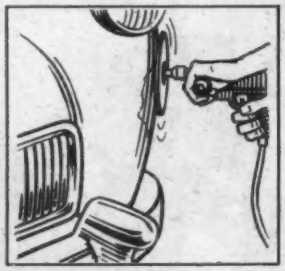


1 Before mixing Cataloy remove paint, rust, grease, etc. Leave surface dry and roughened. Use glass paper, file or wire brush.

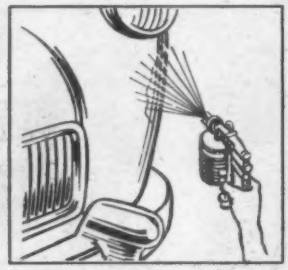
2 Add powder slowly to Cataloy liquid to get a smooth paste, using plastic bowl. Consistency depends on type of repair.



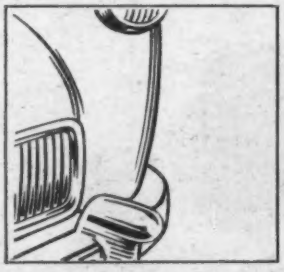
3 Complete mixing in 5 minutes. Apply immediately with putty knife. Overfill to allow for machining.



4 Cataloy hardens from the inside, is fully cured in 30 minutes. Dress with fine sanding disc or file.



5 Feather-edge to contour, apply two mist coats of cellulose primer-filler before finishing.



6 Suitable for cellulose, alkyd, coach-varnish or low temperature stoving lacquer. A Cataloy repair is permanent.

Holt's CATALOY

RAPID SELF-CURING FILLER

From wholesalers or details from DOUGLAS HOLT (EST. 1919) LTD., 5-6, Eagle Street, London, W.C.1. Tel.: CHA 9191

sensible owners order seat covers .....

Clever owners insist on

Karobes

Karobes are tailored to fit each individual make of car. Adding a distinguished touch of elegance, Karobes protect the clothing from "seat shine," add warmth in winter, keep cool in summer. The original upholstery of the car is kept in factory-new condition.

Karobes come in these styles, all made from top quality materials:

STYLE 1. All Wool Felts or Bedford Cords piped in contrasting colours.

STYLE 2. Authentic Scottish Clan Tartans in top class all-wool materials.

STYLE 3. Combinations of Tartan and Bedford Cord, Rayon and Bedford Cord, Rayon and Dermide, Rayon and Felt.

STYLE 4. Leopardskin and Ocelot.

Post coupon today for full details.

Please send me full details of the KAROBES range of seat-covers and of the Trixi Pad.

Name .....

Address .....

.....

Make of car..... Model..... Year.....

Address coupon to:
KAROBES LTD., UNITAS HOUSE, 24 & 25, LIVERY STREET BIRMINGHAM. Telephone: CENtral 6357/8. A.5

here's another bright and practical idea

by **Karobes** *.... it's*

"Trixi"

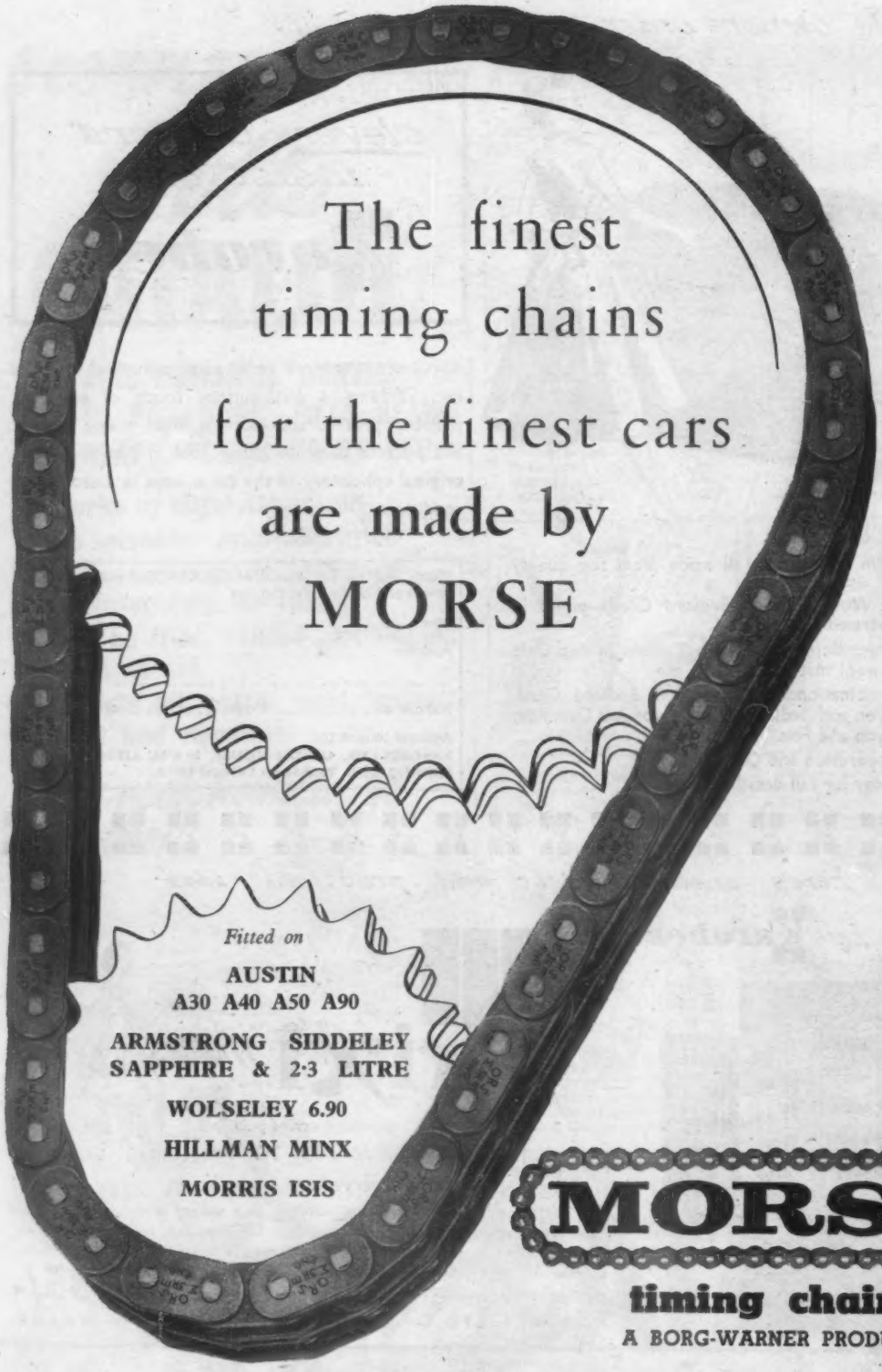
REGISTERED PATENT PEND.

THE NEAT NEW AID TO MOTORING COMFORT

—and useful everywhere you go . . . . . !

This ingeniously designed seat pad covered in a variety of rayon fabrics folds concertina-wise into an easily portable parcel. The Trixi pad, used as a back rest, an arm-rest or a head rest, reduces motoring fatigue and adds hundreds of miles to your driving capacity. For use on outdoor occasions—the race meeting or the picnic—Trixi is an ever-pleasant companion. PRICE **35/-**

KAROBES LTD · LEAMINGTON SPA WARKS.



MORSE
timing chains
A BORG-WARNER PRODUCT

MORSE CHAIN DIVISION, BORG-WARNER LIMITED, LETCHWORTH *Tel:* LETCHWORTH 1833
MANUFACTURERS OF AUTOMOTIVE TRANSMISSIONS AND MORSE CHAINS

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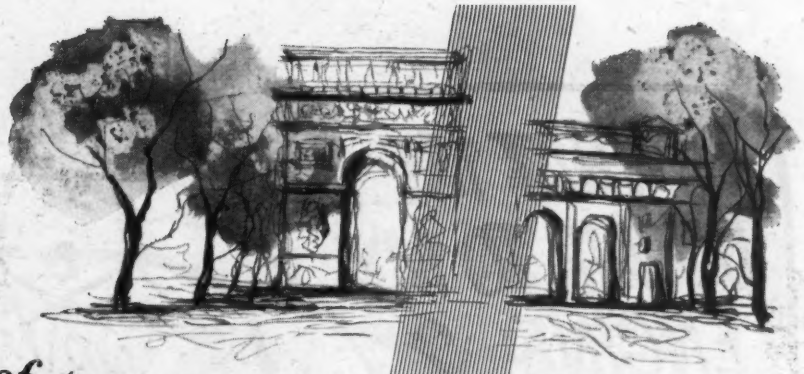


The car of two cities . . .

A car must have character. In producing the Aronde 1300 Elysée, Simca have created a car with an international character. Whether gliding past the Marble Arch in London or the Arc de Triomphe in Paris this car is elegant in appearance and gentle to drive. Comfort, performance, style, all are part of the Elysée.

SIMCA *The Aronde 1300 Elysée*

SIMCA CARS · WATER ROAD · WEMBLEY · MIDDLESEX

And very praiseworthy too, sir... but what about the element in your oil filter? When did you last have that changed?

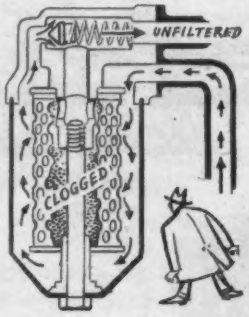
Little thing? With due respects sir, it seems you don't perhaps appreciate just how important is efficient oil filtration.

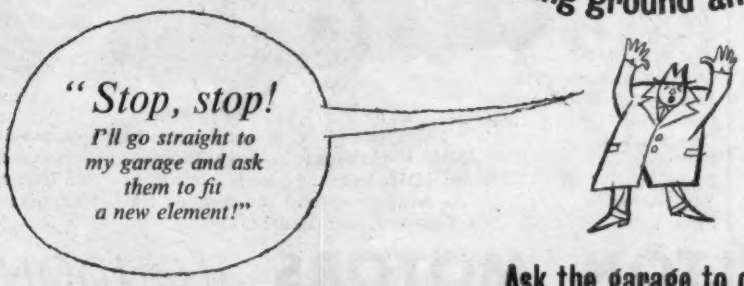
Come inside your engine and see for yourself...

Now look, see all the dirt floating in the oil? There's some metal particles ...and over there dust that has been drawn through the crank-case breather or slipped in when you last filled up with oil. Let's follow the oil round. It's on its way to the oil filter where all that dirt should be strained out.

But see, the filter element you overlooked is clogged right up and the oil can't get through. So it forces open the balance valve and goes unfiltered to the bearings — still carrying all those sharp, abrasive particles.

Would you like to come and see your bearings being ground and scored?





Wait . . . it's not good enough to just ask for an element. You want a Tec-Element. Tec-Elements fit perfectly whatever the make of filter, giving the most efficient, effective engine protection.

More, many leading car makers choose Tecalemit Filters and Tec-Elements as initial equipment. They know best. Follow their lead and accept only a genuine Tec-Element.

Ask the garage to check your filter element next time you buy oil. A new element costs a few shillings . . . far less than a major repair—or a new engine.

Be sure to ask for

The *new* TEC oil filter element

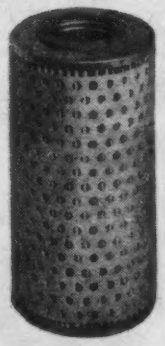
Felt-type change every 10,000* miles

Microfine type change every 5,000* miles

Throw-away filters change every 6,000-10,000* miles

* *Or according to car manufacturer's handbook.*

Make sure you have a genuine TEC-Element fitted



TECALEMIT

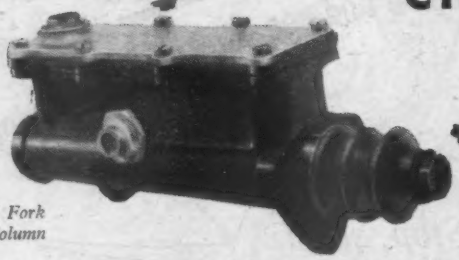
MADE BY TECALEMIT LIMITED · PLYMOUTH · DEVON

T.554

A SAFETY-FIRST COMPONENT

HML Rebuilt Brake Master Cylinders spell safety all the time. All rubber cups and seals are brand new. The whole unit is meticulously assembled to give as-new performance.

HML REBUILT BRAKE MASTER CYLINDER



Other HML Vauxhall/Bedford Components—all available on an Exchange basis—are as fdllows:

Clutch Pressure Plate
Flywheel & Starter Ring Gear
Differential Assembly
Suspension Unit
Distributor
Generator
Starter
Front Axles
Clutch Discs
Radiators
Gear Box
Water Pump
Fuel Pump
Clutch Withdrawal Fork
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Gear Box Tops
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Brake Shoes
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Servo Units

*** Every one of these components has been rebuilt in the fine HML workshops to as-new standards in every respect. Available on HML Exchange basis. Write now for illustrated booklet covering these and the famous HML Exchange Engine Plan (Vauxhall and Bedford).**

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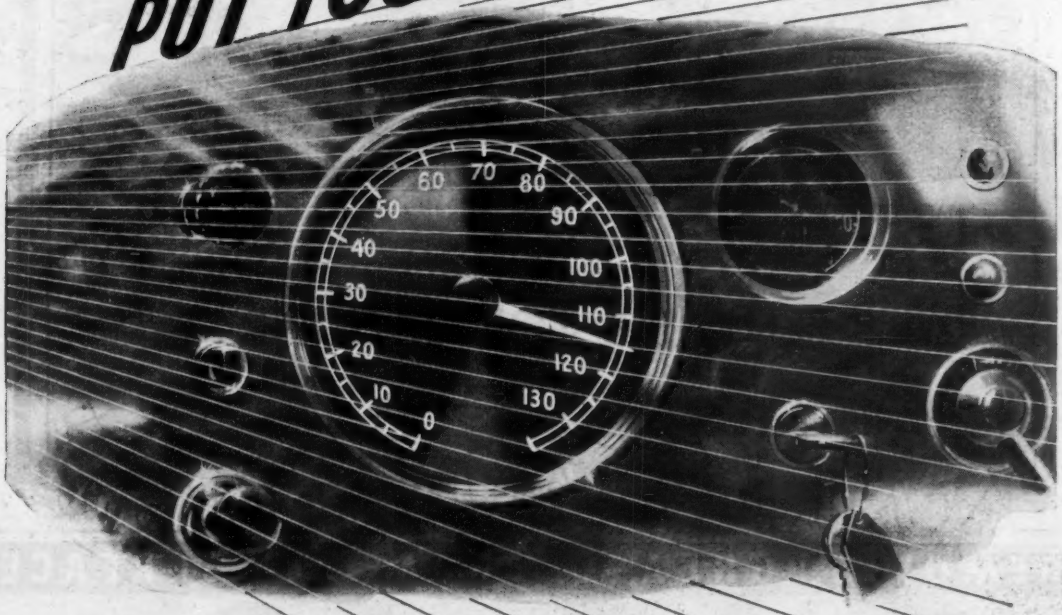
If this is your speed PUT YOUR FOOT DOWN



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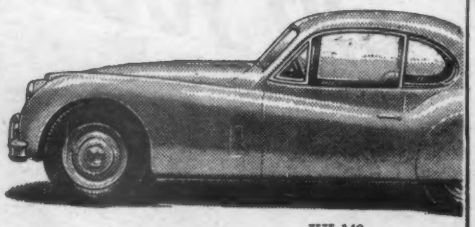
Speed TYRES

Years of motor racing experience have gone into the construction of this tyre—the kind of experience that's made *Pirelli* a famous name in the motoring world. It's built to stand the strain of rapid acceleration. The tread is patterned for road holding, for fast cornering and really *fast* driving. It is designed expressly for use on the road. It is built to resist effects of centrifugal force and rising temperature. It's made for speeds of 85-120 m.p.h. It's the Pirelli *Speed* tyre.

P.271

Bentalls
KINGSTON-ON-THAMES

MARK VII TYPE 'M'
AUTOMATIC TRANSMISSION



XK 140
FIXED HEAD COUPE

Demonstrations by Appointment **BENTALLS FOR JAGUAR** Telephone KINGSTON 1001

REMOVES GREASE FROM ALL SURFACES

Jizer SOLUBLE SOLVENT

Cleanliness is essential for perfect maintenance. I use Jizer for cleaning down engines and component parts.

Mike Hawthorn

- 50% GREATER GREASE ABSORPTION
- NON CORROSIVE • NON ACID • NON CAUSTIC

BRINGS MOTOR CYCLES, CAR ENGINES AND COMPONENTS SPARKLING CLEAN

PER 2/6 TIN

APPLY BY BRUSH OR SPRAY, FLUSH OFF

Obtainable from Garages, Accessory Shops and All Branches of Halfords.

NON-CONDUCTIVE • HARMLESS TO PACKINGS & CABLES

Drumming in a modern car is a rather damning form of music from the manufacturer's point of view. Whether you prefer sound deadening compounds or ant-drum pads—without adding appreciably to production costs—BOSTIK can help you. BOSTIK PRODUCTS are designed for specific purposes in car assembly. So don't be satisfied with less than the best for each job—call in the BOSTIK MAN at the design stage.

Bostik

Makers of: Rubber/Resin Cements—inflammable and non-inflammable
Spray applied plastic coating compositions · Synthetic rubber/resin cements
Latex rubber/resin adhesives · Resin cements · Self-curing natural and synthetic rubber cements · Natural and synthetic rubber solutions · Natural and synthetic rubber latex cements · Bituminous compounds for sound deadening, sealing and coating
Heat curing plastic sealers · Pre-extruded plastic strip · Adhesives and sealing compounds resistant to high and low temperatures, oil, petrol and kerosene, acids and alkalis
Cements to a variety of Admiralty and Ministry of Supply specifications.

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MAKE IT A DORMOBILE HOLIDAY

You are as free as the air with a sturdy, reliable all-weather Dormobile: there's room aboard for full camping equipment.

If you have to deliver or collect goods, the rear passenger seats fold away, giving a flat floor space for up to a ½ ton load.

For motoring saloon-fashion, but with more leg space, the seats can be arranged to take quite a party—seven adults in all!

"The Bedroom on wheels"

The Bedford Dormobile is the ideal holiday car. Three vehicles in one . . . it is instantly convertible from spacious, comfortable 6/7-seater estate car to cosy, 2-berth sleeper . . . or 2-seater with space for half-ton load.
Petrol-saving "square" engine with extra long overhaul life . . . smooth riding . . . easy to park and manoeuvre.

Insist on the genuine Martin Walter conversion.
Full particulars from any Bedford dealer or the designers.

Martin Walter Ltd
Pioneers of the all-purpose vehicle

Dept. A, UTILECON WORKS, FOLKESTONE
Phone: Folkestone 51844 **Est. 1773**

are you a...

scratch starter ?

Because if you are, you are causing abnormal wear in your cold engine every time you press the starter button. You should remember that there is a dangerous time-lag between engine starting and full oil circulation. Oil has drained down from the cylinder walls while the engine is at rest leaving vital surfaces unprotected. Bare metal-to-metal friction scratch starts can occur during the first few thousand engine revolutions. How to prevent this — *Lubritection* of course. Havoline is the only oil that gives you *Lubritection*. It lubricates and protects. It contains special additives, which make it cling to metal so that engine surfaces are always covered, always protected—even when a car is laid up for months. For full lubrication from the moment the engine turns over and protection from corrosion, carbon and sludge—ask your Regent Garage for Havoline. Only Havoline gives you *Engine Lubritection*. It's a sure protection against a 'scratch-start'

IMPORTANT No need to wait for an oil change to enjoy the benefits of this superboil. Havoline will safely mix with – and enrich – any standard grade already in your engine. You can top-up with Havoline today.

HAVOLINE
MOTOR OIL

Lubritection
BY THE REGENT OIL COMPANY

Don't be a garden drudge

GET A FULL-TIME ROTOGARDENER !

DIGS · HOES · LEVELS · WEEDS · MOWS · RIDGES · HAULS · SPRAYS

Here, at last, is a *self-propelled* garden cultivator that really does all the tough garden jobs. It will dig good and deep, hoe lightly, or thoroughly weed and level. You can work with it right up to paths, edges, round trees and bushes. Depth of cultivating can be varied and width of cut adjusted from 13 in. to 24 in.

Mow and ridge—fetch and carry

With the RotoGardener too, you can get a range of modestly priced attachments which make it even more versatile. Easy to fit, they transform your RotoGardener to a rotary grass cutter, a speedy ridger, a high pressure sprayer, or into a tractor which will haul a trailer loaded up to 2½ cwt! Whatever the season—there's always a job for the RotoGardener.

POWER cultivating for only 9 monthly payments of

£6.16.10

CASH PRICE £57
Carriage Paid

Shay RotoGardener

TRADE MARK PATENTS APPLIED FOR

POST THIS TODAY!
to: Shay Limited, Dept. 31
Basingstoke
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Please send me full details of the Shay RotoGardener

NAME _____

ADDRESS _____

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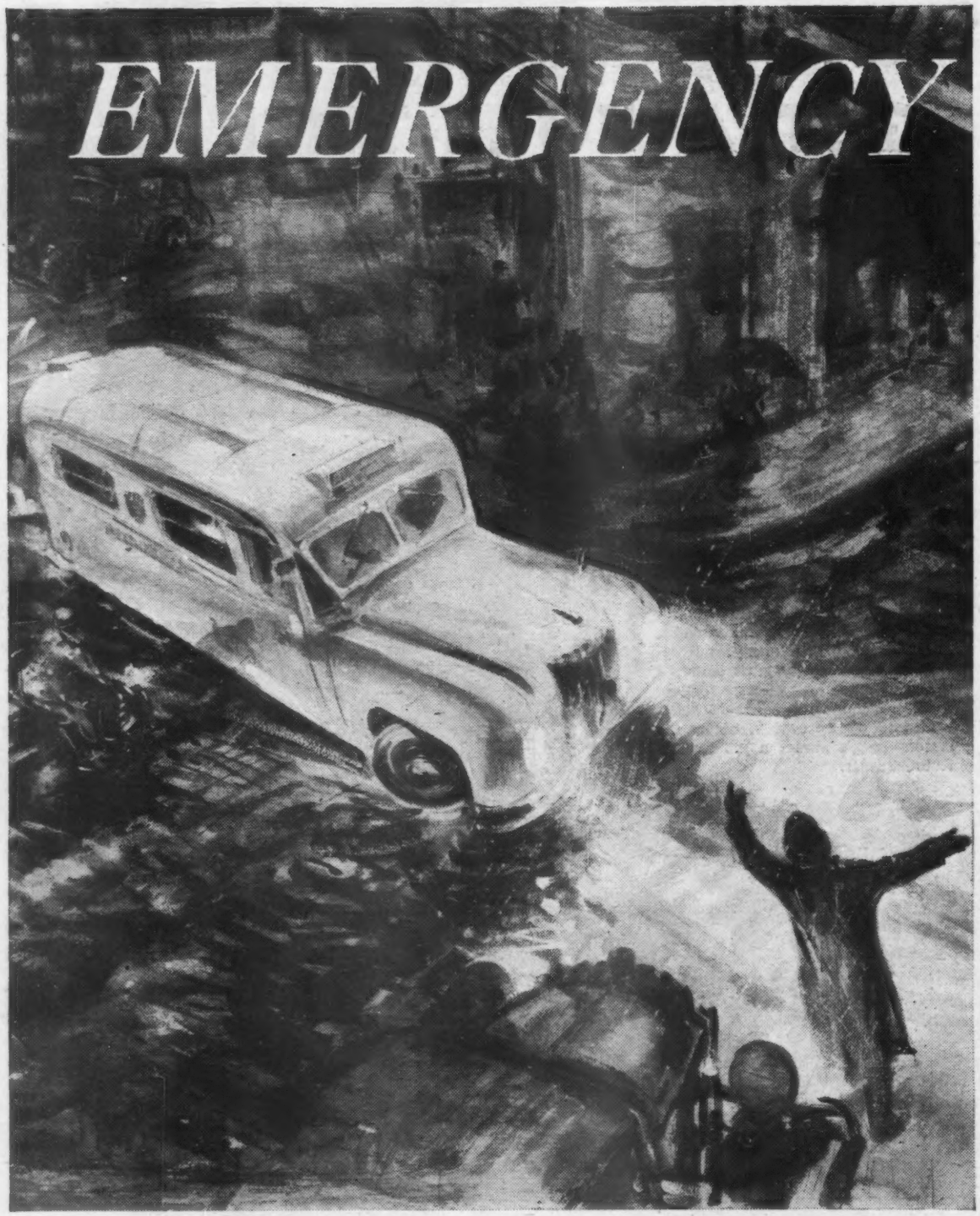
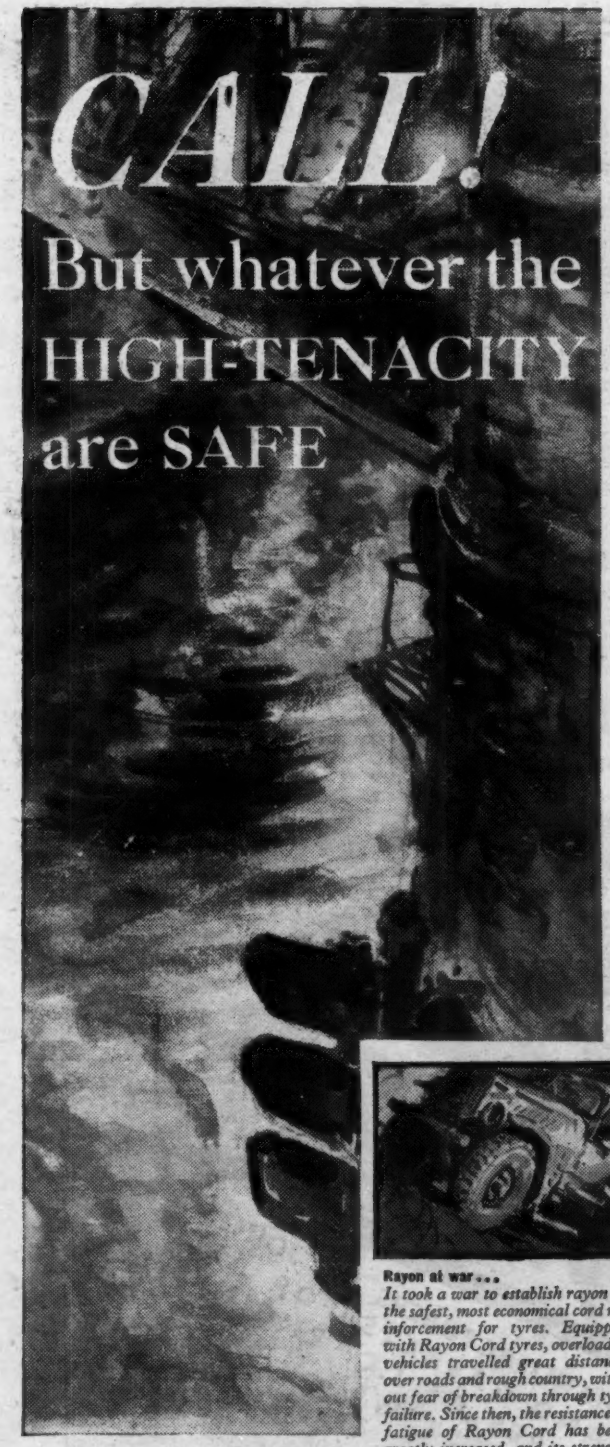
A DEMONSTRATION CAN BE ARRANGED IN YOUR OWN GARDEN!



3

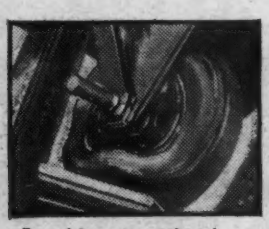
You're *safer* when you ride on RAYON!..



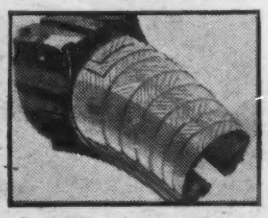
In the ambulance service, reliability is everything. When a call goes out, there can be no delays, no breakdowns; minutes lost may mean lives lost. How important it is, then, that the ambulances themselves should be maintained at the highest pitch of performance and safety, equipped with the best, most modern of equipment. No wonder that since the war so many ambulance services have turned to tyres that are built on a basis of High-Tenacity Rayon.

For strength and safety, for utter dependability in moments of emergency, Courtaulds' High-Tenacity Rayon Tyre Cord stands unchallenged. And if rayon can satisfy the exacting standards of emergency services, what greater margin of safety there must be for *you*, when you buy tyres moulded on a cord basis of High-Tenacity Rayon.

Rayon at war . . .
It took a war to establish rayon as the safest, most economical cord reinforcement for tyres. Equipped with Rayon Cord tyres, overloaded vehicles travelled great distances over roads and rough country, without fear of breakdown through tyre failure. Since then, the resistance to fatigue of Rayon Cord has been greatly increased, and its strength improved by as much as 30%.



Rayon takes emergency impact . . .
. . . This tyre was fitted to an aircraft which was dropped from a 40 ft. tower . . . 21,800 pounds of smashing impact . . . much greater than the full landing impact of a jet plane. The tremendous force of the fall smashed the steel wheel, but not a single rayon tyre cord was broken. *To-day's improved Courtaulds rayon has a greater tensile strength than that of steel.*



Rayon in the new tubeless tyres . . .
The astonishing resistance of the new tubeless tyres to blowouts and punctures owes much to the great strength and durability of High-Tenacity Rayon Cord. These new tyres, like the vast majority of tyres on the road today, are built on a basis of this amazingly strong Tyre Cord. It keeps tyres running much cooler . . . adds many extra miles to tyre life.

COURTAULDS HIGH-TENACITY RAYON—
THE WORLD'S LEADING TYRE CORD

Oil consumption reduced to ½ pint in 750 miles!

Mr. F.W.T. Smith of Southdown, Bath is among many thousands of motorists who have checked excessive oil consumption and retarded further cylinder wear with Duaflex Oil Control Rings.

"Prior to fitting these rings on my 1933 Austin Light 12/4," he writes, "the consumption was at such a rate that on a journey from Bath to Scotland it was necessary to carry a 2-gallon tin of oil for sump replenishment. Since re-ringing with Duaflex I have now done something in excess of 16,000 miles and oil consumption is approximately ½ pint to 750 miles!"

If *your* engine is worn and wasting oil, but has not yet reached the stage where a major overhaul is necessary through bearing wear, etc., Duaflex Rings will reduce oil consumption and postpone the need for a rebore. Ask your garage for further details and a quotation for fitting, or apply direct to Wellworthy, Lymington, Hants.

WELLWORTHY

DUAFLEX

OIL CONTROL RINGS

"The choice of the Expert"

REDUCE OIL CONSUMPTION

INCREASE COMPRESSION · DEFER REBORES

Write for literature to:

WELLWORTHY LIMITED

LYMINGTON · HANTS

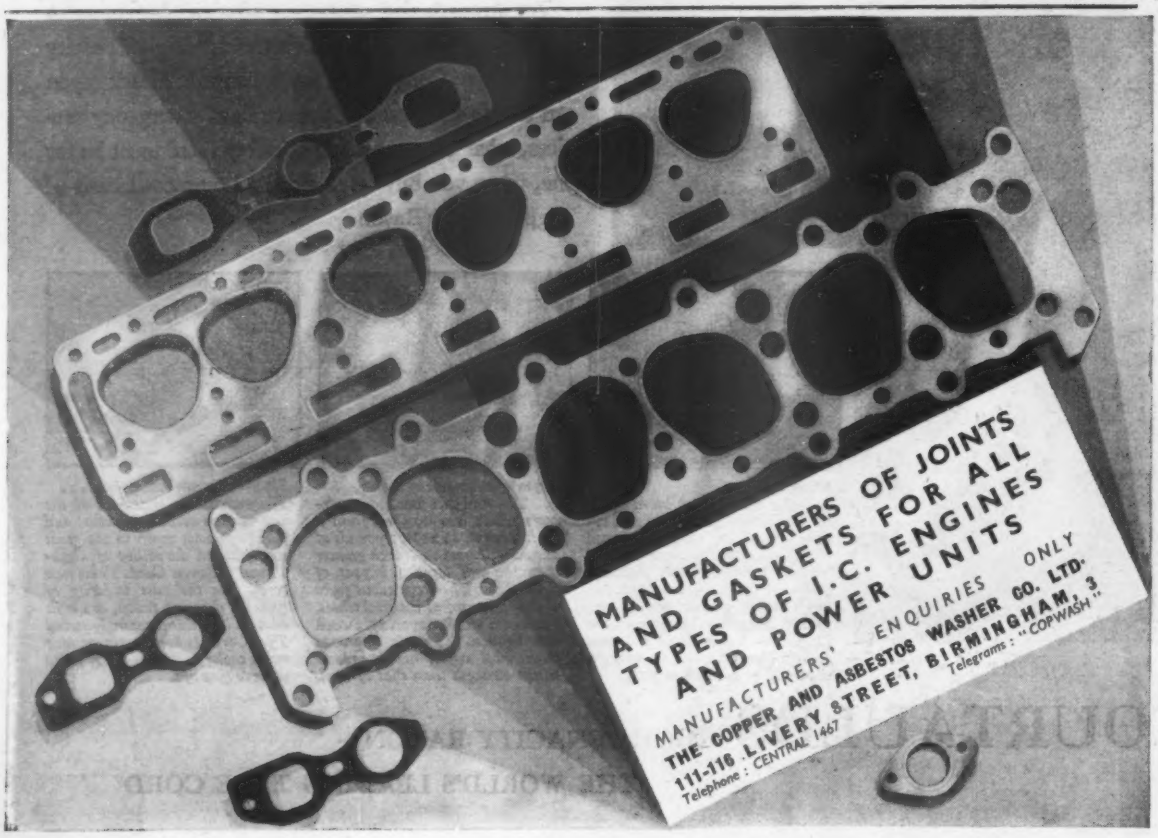
How Duaflex Rings work

1 The vertical sealing spring keeps the rails firmly in the ring groove, forming a gas-tight seal.

2 The expander maintains an even outward pressure on cylinder walls, taking up irregularities.

3 The rails 'wipe' oil from cylinder walls, avoid scraping and wear.

For best results fit Wellworthy Pistons with matched sets of Wellworthy Rings at the same time as fitting Duaflex Oil Control Rings.



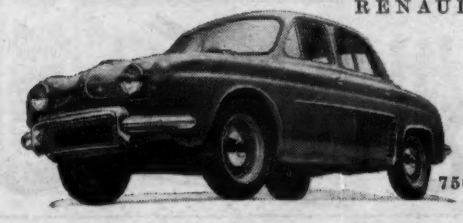
. . . the new RENAULT

Dauphine

. . . first in her class!

THINK OF A QUALITY! Power with beauty, performance with economy, space with luxury — the Dauphine has them all superbly! This wonderful new car in the middle range between the famous 750 and the Frégate is heiress to all the virtues that have made Renault cars the greatest in the world. We are quite certain that with all her qualities she is first in her class but we ask you to judge for yourself! You are warmly invited to get in touch with your local Renault dealer for further information. The Renault network of dealers and distributors covers the entire United Kingdom.

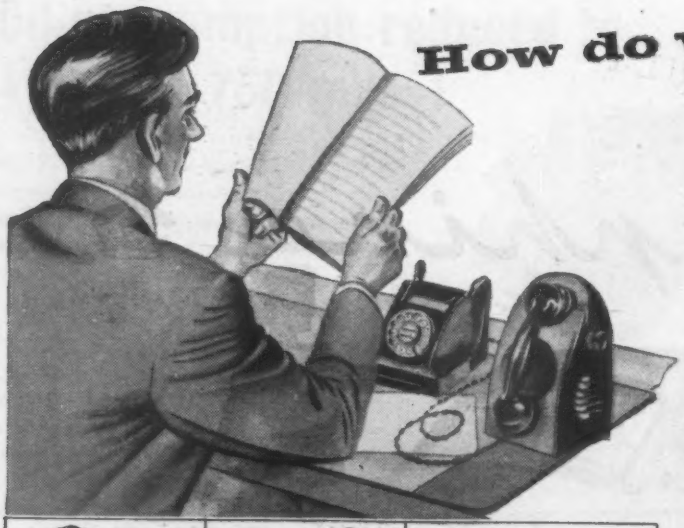
THE NEW RENAULT Dauphine



RENAULT LIMITED
Western Avenue, London, W.3. Showrooms: 21 Pall Mall, S.W.1.

THE RENAULT RANGE:
750—DAUPHINE—FRÉGATE. All assembled or trimmed at Acton.

(299 b)



How do we manage . . .

To reduce our 'phone bills?

By installing FONADEKS—as simple as that.

Each one of our telephone using staff now SAVES TWO HOURS A WEEK which were once wasted "holding on" for connections, for people to be located and queries answered.

FONADEKS reduce the time spent on the 'phone: several people can now hear the conversation when necessary—no repetition.

INCREASED TELEPHONE CHARGES DO NOT WORRY US now that we use FONADEKS.

SAVE MONEY NOW by writing for the fully illustrated leaflet.

Just put FONADEK on your letter head.

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Branch Offices: LONDON Telephone: WELbeck 2385/6. MANCHESTER: Telephone: BLAckfriars 3988. GLASGOW: Telephone: CENtral 5357/8. ALSO AGENTS THROUGHOUT THE WORLD.

NUBREX TITE SEAL

Registered

LOOK! The "NUBROL" GREASE CARTRIDGE

gives you 'Mes-les' greasing

The latest aid to clean, efficient, trouble free greasing. The popular NUBREX Side Lever Gun has now been adapted to incorporate the NUBROL Grease Cartridge. A patented process which will revolutionize greasing for the private motorist. You can load your gun in a matter of seconds without touching the grease. The cartridge is simply slipped into the gun, ready for immediate use—no mess, no delay. The grease is always kept clean, it comes to you in the cartridge. No grit, dirt or contamination of any kind and the possibility of air locks is negligible.

NUBREX SIDE LEVER GUN Order No. 602/C/R/310 **59/6**

Factory filled cartridge containing Nubrol laboratory tested grease. Order No. GC/1 **2/6**

Obtainable at Halfords and other leading stores

Wholesale Stockists: Brown Bros., Buck & Hickman and other leading factors.

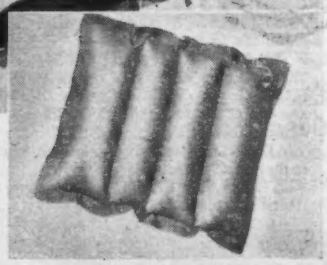
The words "NUBROL" and "MES-LES" are registered.

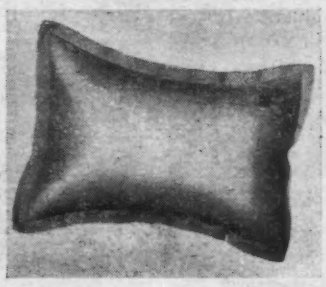
Patents Pending.

Manufactured by **CH. J. NEUMAN LTD.,**

445, Brighton Road, South Croydon, Surrey

Switch off your engine-and get your LI-LO and relax...





At last! Away from the crowded highways and winding roads, you can relax in comfort on your Li-Lo.

These famous Li-Lo air beds are an indispensable part of your kit. Take one everywhere you go—they are so easy to stow away, so light and so simple to inflate. And if you're motoring long distances, take a Li-Lo air pillow or cushion with you.

make sure it's LI-LO

P. B. COW & COMPANY LTD · 12 HAY HILL · BERKELEY SQUARE · LONDON W.1

Give your car a super-smart look! WITH THE EXTERIOR PERSPEX

K-L TRANSPARENT SUNVISOR

and get complete protection from dangerous sun-dazzle

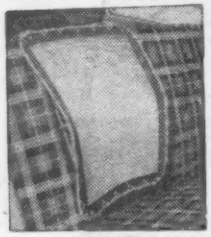
★ **ADJUSTABLE IN SECONDS TO ANY ANGLE**
★ **REDUCES ACCIDENT RISKS**

Car-flattery, driving comfort and safety are all combined in this new, handsome and dashing K-L SUNVISOR.
Easy to fit and easy on the eye, the K-L SUNVISOR banishes "blind" driving, headaches and eye-strain and wonderfully improves a car's appearance.
Fit a K-L SUNVISOR to *your* car and relax, free from sun-glare and with perfect all-round visibility.

THE K-L SUNVISOR is designed to conform to the contours of most modern makes of car and is adjustable in seconds to any angle. It completely cuts out harmful sun-rays without distorting the view. The tough weatherproof anti-dazzle *transparent* Perspex screen—a wonderful improvement—*allows uninterrupted vision above and all round.* It is framed in highly polished aluminium and mounted on heavily-plated brackets. Easily fitted by yourself—available in green or neutral (smoke) colour. Replaces the aerial for your car radio.

K-L SUNVISOR MODELS FOR THESE CARS—

No. 0 AUSTIN A.30. STANDARD 8/10. VOLKSWAGEN. Price complete **£9/9/-.**
No. 1 FORD ANGLIA. Prefect 1954-56. MORRIS Minor 1954-56. WOLSELEY 4/44. Price complete **£9/9/-.**
No. 2 FORD Consul, Zephyr, Zodiac inc. 1955. HUMBER Hawk and Super Snipe. HILLMAN Minx, Husky, AUSTIN A.40, A.50, Cambridge. MORRIS Oxford and Cowley. VAUXHALL Wyvern, Velox, Cresta inc. 1956. Price complete **£9/19/6.**
No. 3 AUSTIN A.90. STANDARD Vanguard. WOLSELEY 6/90. Price complete **£10/10/-.**



K-L KERBFINDERS prevent damage to mudguards and tyres, 10/6 a set.

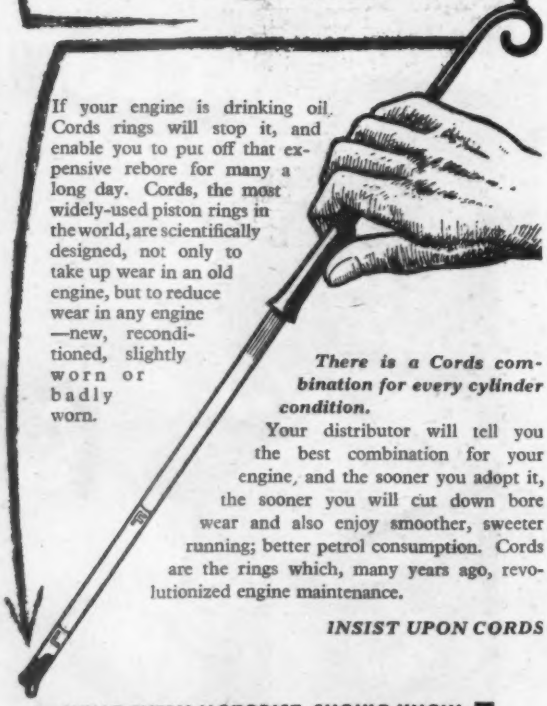
THE K-L SIT-RITE
Easily fitted adjustable Back Rest is scientifically designed to make your driving position "right" for you. Provides firmsupport for the whole spine and holds back and thighs when cornering. Permits air to flow freely between your back and the seat keeping you comfortably fresh on warm days Price 49/6

K-L UNIVERSAL THERMOMETER
removes all doubt about engine temperature. Complete with water connection. £2/12/6. With illuminated dial £3.

Ask for K-L accessories at your Garage or Accessories store, or write for leaflet No. 191.

K-L KEY-LEATHER CO. LTD., 5 URSWICK RD., LONDON, E.9. *Tel.: AMHerst 5202-4*

USING TOO MUCH OIL? FIT CORDS



If your engine is drinking oil, Cords rings will stop it, and enable you to put off that expensive rebore for many a long day. Cords, the most widely-used piston rings in the world, are scientifically designed, not only to take up wear in an old engine, but to reduce wear in any engine—new, reconditioned, slightly worn or badly worn.

There is a Cords combination for every cylinder condition.

Your distributor will tell you the best combination for your engine, and the sooner you adopt it, the sooner you will cut down bore wear and also enjoy smoother, sweeter running; better petrol consumption. Cords are the rings which, many years ago, revolutionized engine maintenance.

INSIST UPON CORDS

WHAT EVERY MOTORIST SHOULD KNOW: 7

Engine oil has two jobs to do. Not only does it lubricate, but it also helps to dissipate heat. When the level is low there may not be enough oil in circulation to do that job of cooling, even although there may be enough to lubricate; so always keep the oil level up to the "Full" mark on the dipstick.

Fill in and post this coupon to-day to obtain your copy of "How to beat bore wear"—Free.

NAME .....
ADDRESS .....
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If you would like an estimate for fitting Cords to your car, please give details below:

MAKE ..... YEAR ..... H.P. .....

D122

CORDS

CUPPED (Dished Rings) **FITZALL** (Split-skirt Expanders) **GROOVE INSERTS** (for worn top grooves) **CYLINDER RIDGE REAMER**
OILGUARD (Ventilated Type) **CAMATIC** (Solid-skirt Expanders)

CORDS PISTON RING COMPANY LIMITED
(Dept.D122), 906 Harrow Road, London, N.W.10. LADbroke 7091 (3 lines)
Branch Sales and Service: 30 Hampstead Road, N.W.1. EUSton 5476

WEATHERPROOF FLOODLIGHTS

(ABSOLUTELY BRAND NEW)

Specification:—

Fitted with Standard G.S.C. BULB to suit Voltage requirements. The lamp is PORTABLE, WEIGHS 65LB., is 25IN. HIGH and 18IN. in DIAMETER, is fitted with detachable SWIVEL BASE, 20ft. HEAVY THREE-CORE CABLE, EIGHT CAT'S-EYE REFLECTORS, CARRYING HANDLES, and a SILVERED INNER REFLECTOR.

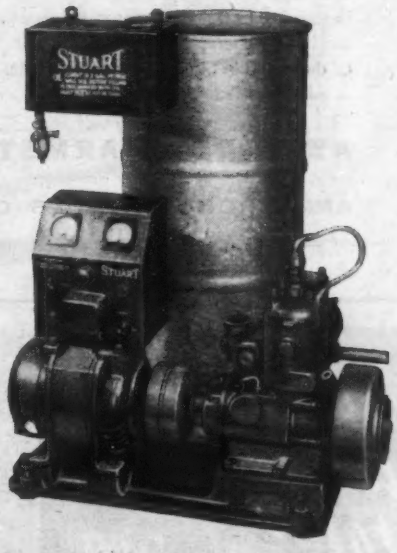
PLEASE NOTE SIR!!! We have already supplied hundreds of these lamps for the illumination of Buildings, Garage forecourts, pleasure gardens, farm outbuildings, golf courses, building sites and factory grounds—CAN ONE BE OF USE TO YOU?

MADE REGARDLESS OF COST—WORTH FORTY POUNDS

OUR PRICE ONLY **£7 - 5 - 0** (*Carriage 15/- extra*).

"STUART TURNER" 300 WATT LIGHTING & CHARGING PLANTS

(ABSOLUTELY UNUSED)



FITTED WITH A STUART TURNER ⅔ H.P. 2-STROKE ENGINE.

Specifications:—

LIGHTING PLANT: 25/35 volt, 12/8 amp., 300 watt.
A Current Model—Spares available.

THE ENGINE: ⅔H.P., 1¾in. bore, 2½in. stroke. Fuel, petrol and oil mixture. Flywheel magneto. Water cooled.

This kit consists of the Lighting Plant, Motor, Cooling Tank, Switchboard, Set of Spares, Working and Installation Instruction Booklet, all in a sturdy packing case.

Worth Ninety Pounds.

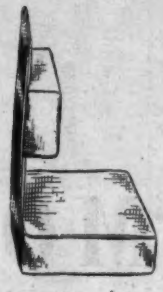
OUR PRICE **£32 - 10 - 0** (*Carriage extra* 40/-).

CAR SEATS, complete with floor adjustable slides. Finished in Brown Leathercloth over heavily padded spring seat.

DIMENSION, Base front to rear 18in. x 19in. Height 22in.

PRICE **65/-**

(*Packing & Carriage 6/- extra*).



SPRING SEAT AND BACK

The whole is made of heavy quality Canvas. Seat 15in. x 12in. Back 15in. x 6in. x 4in. Fitted with fastening straps for use on a chair. Ideal for picnics.

PRICE **9/-**

(*Packing & Carriage 1/6*).

ADJUSTABLE DESK LAMP

Brown or green heavy ash tray base which incorporates switch and length of flex, beautiful highly polished finish. The Lamp is adjustable in any direction at any height to suit requirements from three easy moving joints.

OUR PRICE

47/6

(2/6 *Postage & Packing*).

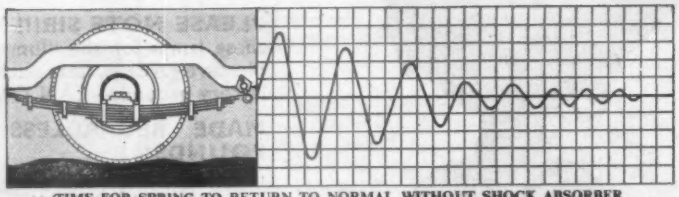
H. H. BUSHELL & CO. 46.52 BREARLEY ST., BIRMINGHAM 19. TEL: ASTON CROSS 3811

ARMSTRONG

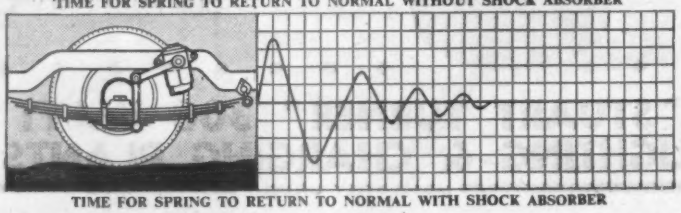
REGD. TRADE MARK

SHOCK ABSORBER EFFICIENCY

CONTRIBUTING TO YOUR COMFORT



TIME FOR SPRING TO RETURN TO NORMAL WITHOUT SHOCK ABSORBER



TIME FOR SPRING TO RETURN TO NORMAL WITH SHOCK ABSORBER

The diagrams vividly illustrate just how Armstrong Shock Absorbers catch and suppress roadspring bounce before it can be transmitted to your car body. There are no more efficient or dependable Shock Absorbers made.

It's well worth your while to:—

ASK ABOUT ARMSTRONG AT YOUR GARAGE

ARMSTRONG PATENTS CO. LTD. EASTGATE BEVERLEY YORKSHIRE

Here's the answer to interior Car Cleaning

IT'S NEW

IT'S REVOLUTIONARY

IT'S THE 'MOTO-VAC'

At last you can keep the interior of your car as spotless as your favourite armchair with the amazing new "Moto-Vac"; shown for the first time at the B.I.F., Birmingham, where it created tremendous interest.

★ Its efficiency and simplicity is a delight—just push into the exhaust tail pipe, switch on the engine, and start cleaning.

★ It quickly removes all dust, dirt, cigarette ends, ash, gravel, etc., and will reach into every corner of the car.

★ It operates by exhaust jet extraction; and does not contain any moving parts.

★ Supplied with twelve feet of hose, ample for all but the very largest cars. Additional six-foot lengths are available if required.

Priced at an amazingly low figure of 60/- complete, the "Moto-Vac" can be seen at your local garage; but if he does not stock them, drop us a line.

COSMIC-HORVELL **'MOTO-VAC'**

Developed and Manufactured by Cosmic Car Accessories Ltd., Walsall and Horvell Products Ltd., Walsall. Marketed by:— Horvell Products Ltd.

Enquiries to :— **HORVELL PRODUCTS LIMITED** RED HOUSE INDUSTRIAL ESTATE, ALDRIDGE, STAFFS

Phone: Aldridge 52305
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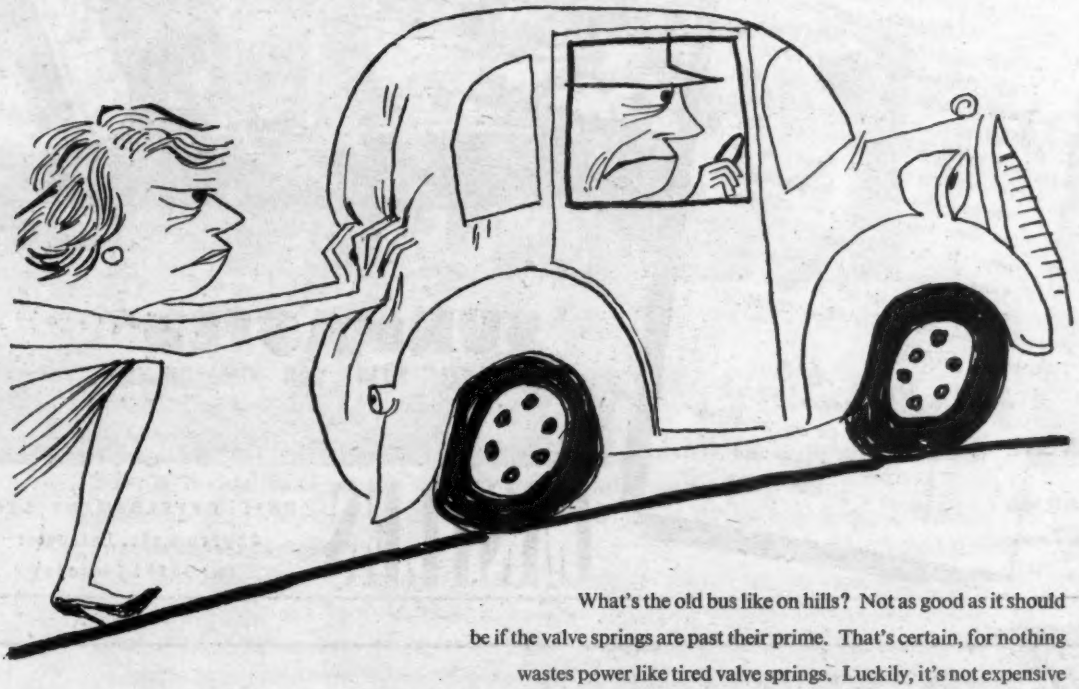
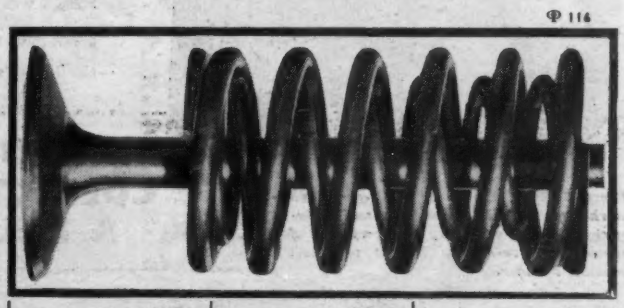
Horsepower or wifepower?



What's the old bus like on hills? Not as good as it should be if the valve springs are past their prime. That's certain, for nothing wastes power like tired valve springs. Luckily, it's not expensive to have new ones fitted. And they soon pay for themselves in petrol saved. Especially if they're Terry's which last so long: are so efficient too.

refit with TERRY'S aero valve springs

Φ 114



Terry's Battery Terminal Remover
Strong, light, cadmium plated finish. Will pull up the most obstinate terminal. 5/- each

Terry's Ignition Tool
Combined spanner and screwdriver for points, coil, and distributor nuts and screws. 1/6 each

Terry's 'Midget' Spanners
The 'Midget' has 8 different spanners, a ·012 feeler gauge and a screwdriver. 2/- each

HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND

The simplest & most effective way of killing Sun Glare !

The 'Sunmaster' is a self-adhesive strip of specially compounded transparent plastic. Fix it to your windscreen, and you can drive into the sun without discomfort or eye-fatigue. Traffic lights become clearly visible. There is no loss of visibility, as the tinted strip is above normal eye level and flush with the screen. The 'Sunmaster' can be fixed in a moment—removed in a moment—but never loses its grip or effectiveness. It can easily be cut to the exact shape of your screen, with an ordinary pair of scissors. NO MORE SUN GLARE—NO MORE SKY GLARE!

Price 6/6
Plus Postage

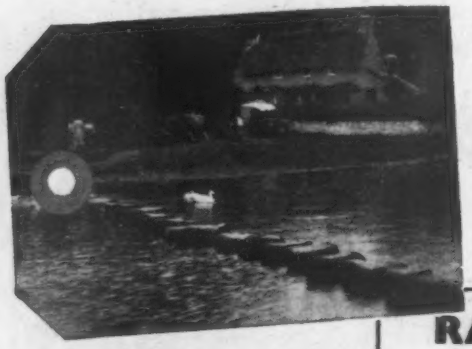
In length sufficient for any windscreen
Available from your local garage or service station

'SUNMASTER'
ANTI-DAZZLE STRIP FOR WINDSCREENS

A CUD PRODUCT

CASTLES

UNIT DEVELOPMENT LTD.
Church Gate, Leicester
Tel: 65251 (4 lines)



STEPPING STONES TO SERVICE

A telephone call to the nearest SERCK Branch ensures the prompt arrival of a Serck Service Van. It is only necessary for the garage to remove the radiator from the chassis—SERCK will take care of everything else.

Serck Radiator Service is swift and sure, and helps to enhance the Trader's own reputation with his customer.

RADIATOR COLLECTION & DELIVERY

Every SERCK Branch is a self-contained workshop, staffed by experts and fully-equipped to collect, carry out every type of repair, and re-deliver in the speediest possible manner.

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—ALSO IN DUBLIN.

HEAD OFFICE: SERCK RADIATORS LTD., WARWICK ROAD, BIRMINGHAM, 11.

MODEST DIMENSIONS — BIG GOAL

It was a big goal towards which the designers of the new ŠKODA 440 model strived: to build a car of modest dimensions, as light as possible, but ensuring full riding comfort to four passengers and giving them—at the lowest operational costs—all the delights enjoyed with a large powerful and expensive car.

They have succeeded to perfection. The ŠKODA 440 has the low consumption, lightness of control and agility of a light car, yielding, however, the riding comfort, velocity and driving safety of a big de luxe car. Its smart body gives evidence of the possibility of blending the principles of exquisite taste both with purposeful versatility and the requirements of advantageous streamlining.

The new model will please your eye at first sight. But only when you are seated at its steering wheel can you enjoy the full driving delights characteristic of none other than the ŠKODA 440 car.

ŠKODA 440

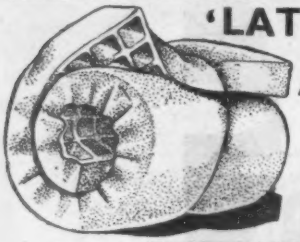
OPEN THURS. TILL 7 P.M.

GAMAGES

'LATEX FOAM' MATTRESSES

IN PROTECTIVE CALICO COVERINGS

An Ideal and Luxurious Bed for Motor Caravans, etc.



Also suitable for boats, and as a comfortable bed in the home. Ideal for invalids. 'Latex Foam' hygienic mattresses give ALL-OVER support and comfort which must be experienced to be believed. 6 ft. × 2 ft. × 4 in. deep. £6.13.6

2 ft. 6 in. wide £8.19.6. 3 ft. wide £10.19.6.

Carr. & Pkg. outside 50-mile radius of Holborn, 100 *miles* 6/9, 200 8/-, 300 8/9, *Scotland* 9/9 Pillows 27 × 18 in. 42/6. *Post* 1/10

Orders value £5 Carr. Paid within 50 miles of Holborn.

'LATEX FOAM' CUSHIONS

They stay lively indefinitely. Ideal as a comfortable loose seat cushion in the car and for home use. "D" shape. 15 × 16 × 2in. *P. & P.* 1/6 15/9

Motor Car Accessory and Tool Bargain List FREE

GAMAGES PANNIER PAD CAR SEAT CUSHION

Adjustable to suit driver or passenger and will ensure hours of motoring without fatigue.

The cushion is held in position at the back of the seat by a flexible balanced weight incorporated in the rear overlap. Luxurious 'Latex Foam' covered with attractive Bedford Cord material in Grey, Maroon, Brown, Fawn and assorted Tartan designs. Size 15 in. × 10 in. —overall 15 × 24 in.

25/-

Post & Pkg. 1/6

YOU SAVE 7/-

CAR WING MIRRORS

All chrome finish, 4in. Copper backed flat mirror. Fully adjustable. Brass back plate. A handsome streamlined mirror suitable for near or offside wings.

Usually 17/6. BARGAIN PRICE 10/6

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Genuine Lambswool

CAR POLISHER & CAR WASHER

For a really high-gloss finish on your car. Best quality soft White lambswool with elastic wristband. Can also be used for car washing. BARGAIN PRICE 9/9

Post & Pkg. 6d.

4½ Gall. JERRICANS

BRAND NEW

Leak-proof in any position. Painted internally with one coat and externally with two coats of petrol-proof paint.] 13½ × 6 × 18½in. Usually 25/-

BARGAIN PRICE 19/6

Carriage 3/2 *outside our van area.*

FOR THE CAMPING MOTORIST . . .

TENT for TWO

In good quality proofed Cambric. Size 6 ft. 6 in. × 5 ft. × 4 ft. 6 in. high with 12 in. walls. A quickly erected and very comfortable tent for two. BARGAIN PRICE £6.10

Post Free

STRONG FOLDING PICNIC CHAIRS

Especially suitable for the camping motorist as it packs flat for easy storage in the car. Stove enamelled steel frame. Seat of good quality striped union canvas. BARGAIN PRICE 14/6

Carr. & Pkg. 2/3 *on two* 2/9

Heavier Quality 16/9.

CAMPING LIST FREE

GAMAGES · HOLBORN · LONDON · E.C.1 HOLborn 8484

The most neglected part of your car . . .

Several of the best cars have for years been fitted with WEFCO Spring Gaiters as standard equipment. Why? The Springs are an important and vital part of any car and yet they are so neglected. They are exposed to the elements, to the filth of the roads, that is if they are not protected by

WEFCO SPRING GAITERS

During the 36 years WEFCO have been on the market, hundreds of thousands have been manufactured for customers who have been more than satisfied.

Send for full particulars from sole manufacturers.

WILCOT (PARENT) CO. LTD., FISHPONDS, BRISTOL.

NAME .....

ADDRESS .....

..... AC

Every New Car will benefit by being treated with . . .

Adup

ANTI DRUMMING UNDER PROTECTION

The underbody protective material for the connoisseur. Adup has a metallic bronze finish and is applied by appointed process stations throughout the country. Consult your garage and be sure he uses Adup, the material of unparalleled quality.

IT'S BRITISH IT'S GUARANTEED

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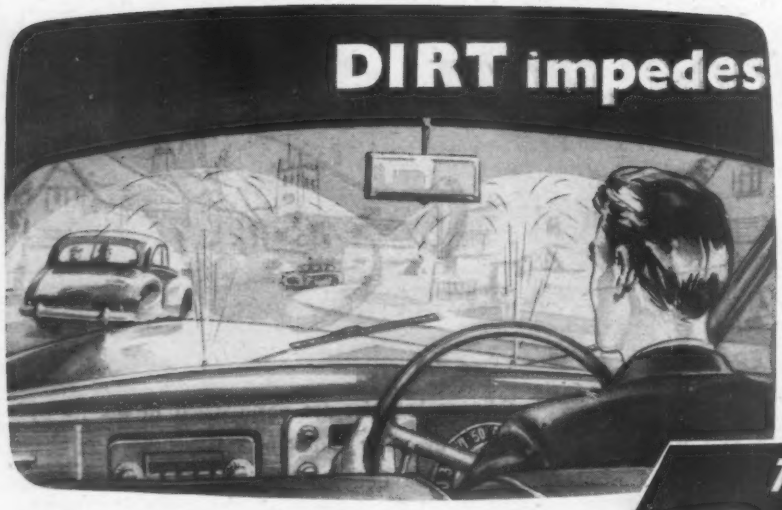

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THE NEW *Trafalgar* SCREENWASHER

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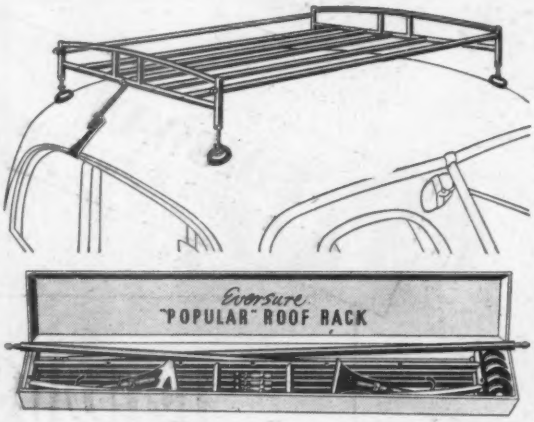
To Car-Coverall Ltd., 168 Regent Street, London, W.1
Make..... Year..... Model.....
Name..... (BLOCK LETTERS, PLEASE)
Address.....
.....AUTOCAR MAY 11



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MARSTON'S — *in front of the finest*

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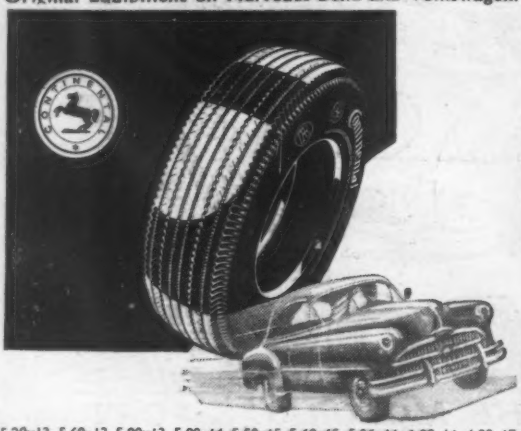

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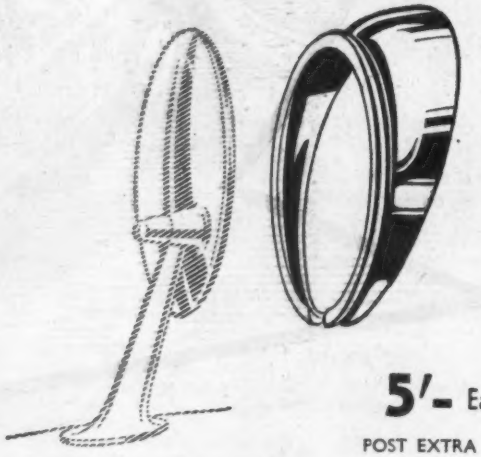

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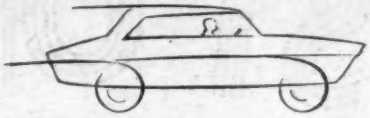

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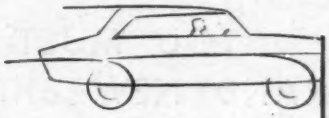

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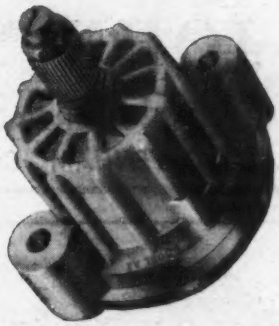

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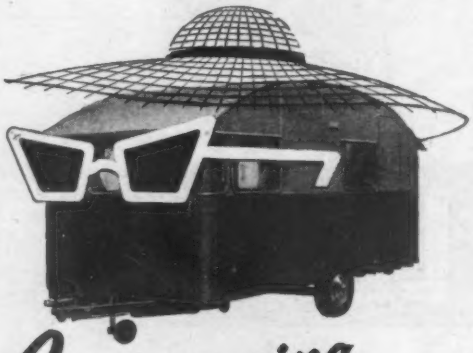

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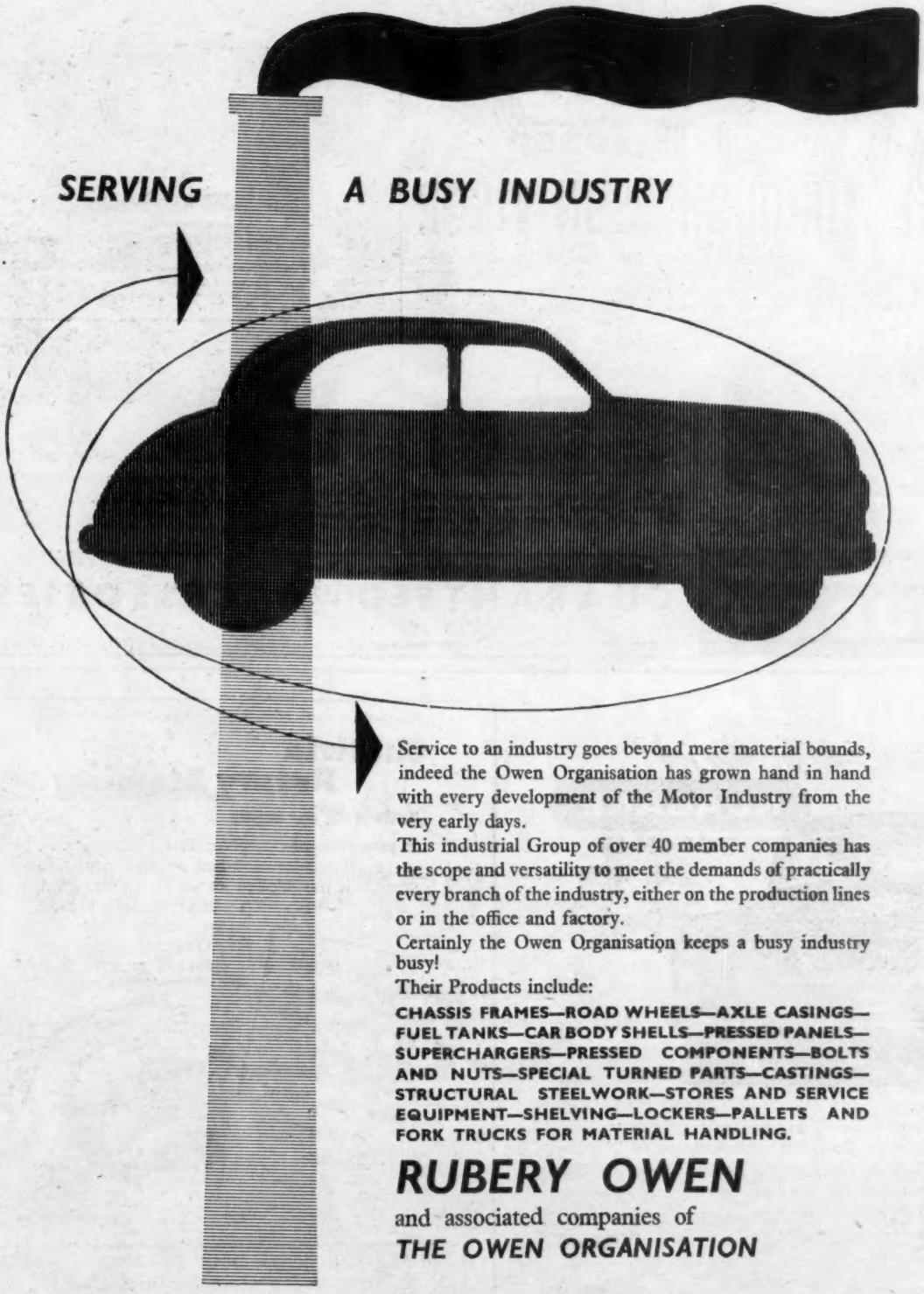

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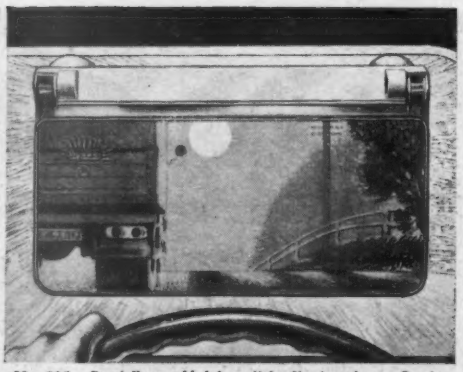

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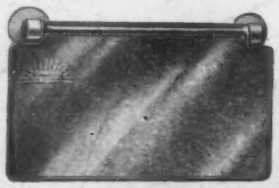

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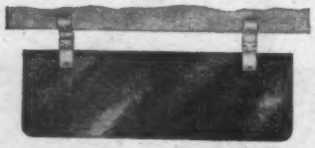

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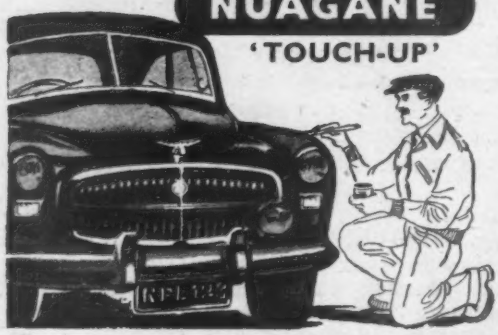

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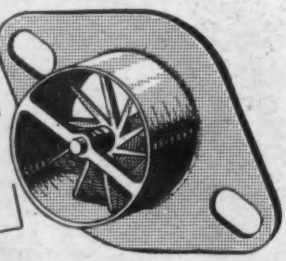

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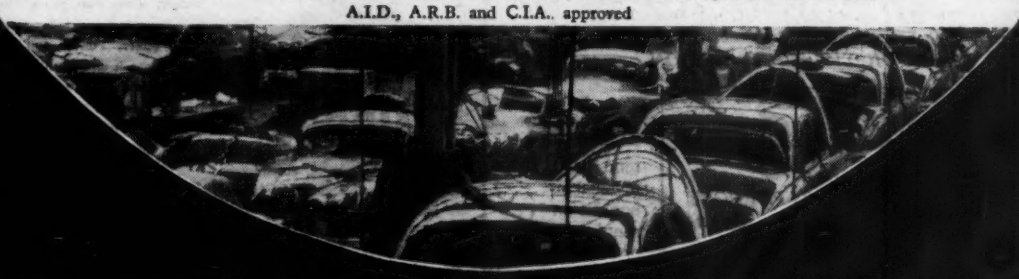

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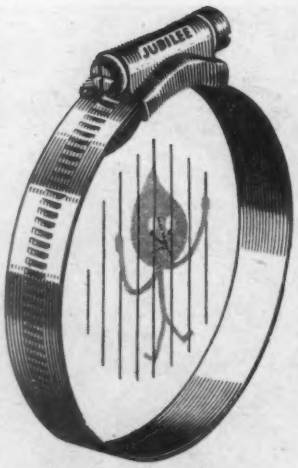

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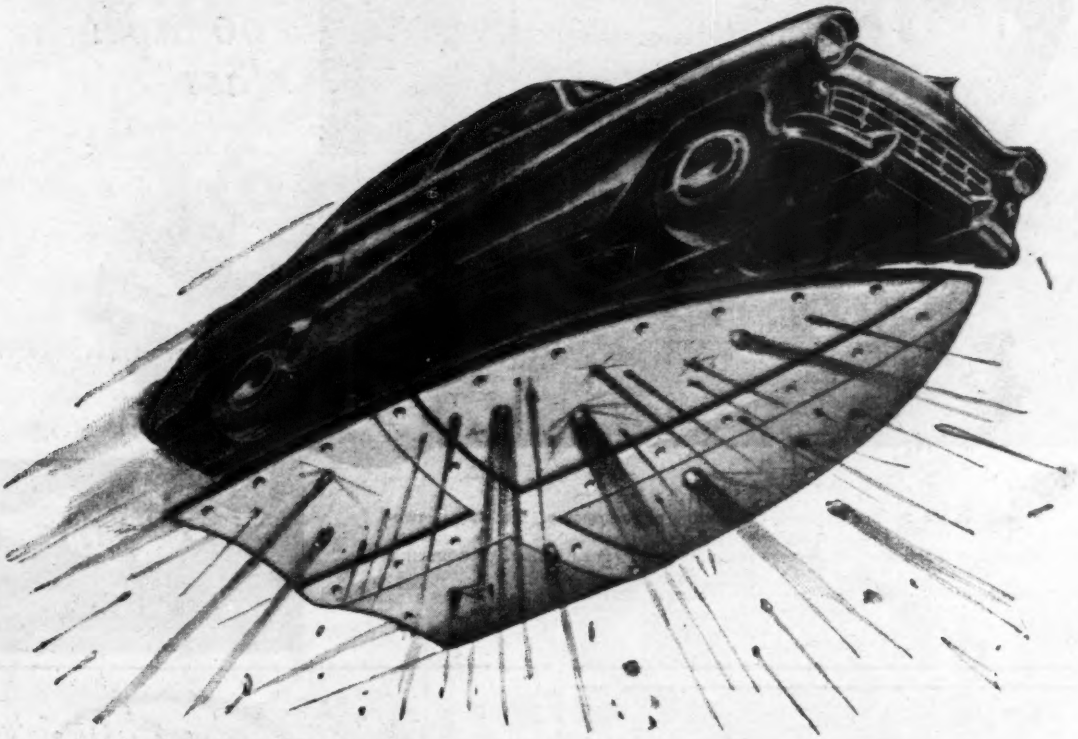

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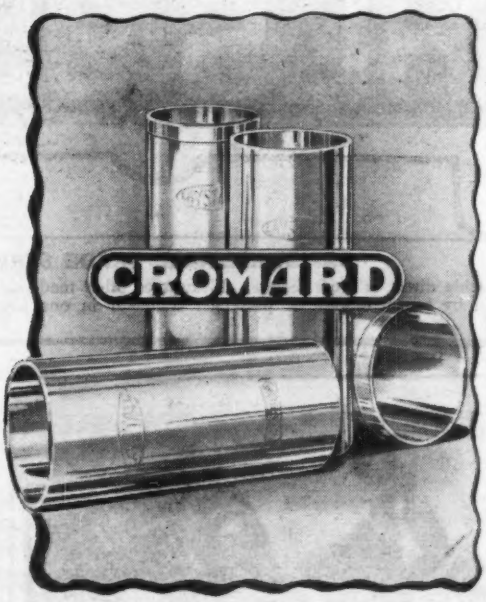

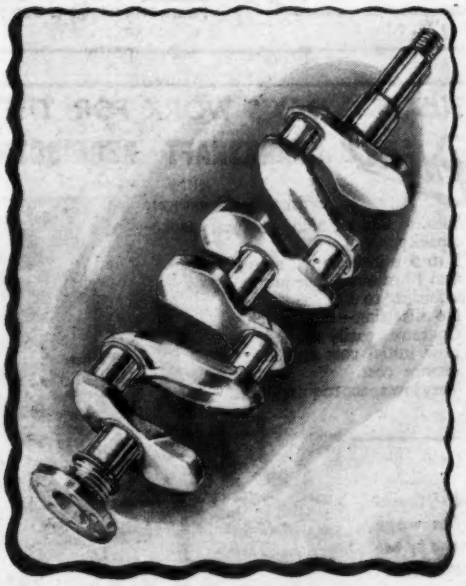

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Name .....

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A11-5

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Consider these advantages:

- 58in. × 6in. or 58in. × 7½in. stroke-capacity.
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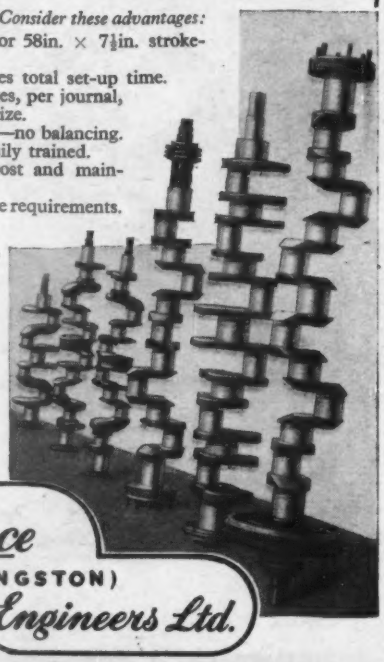

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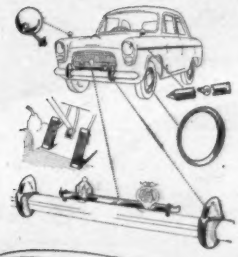

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Wing Mirrors—flat 18/6
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Heater . . . . from 70/-
Glare Shields . . each 6/3
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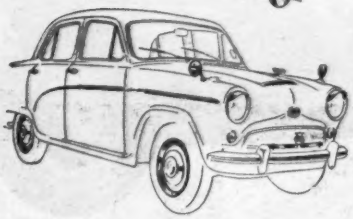

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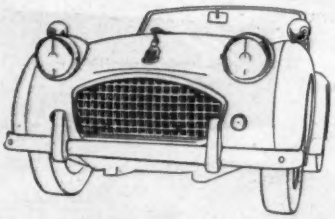

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Centre section chromed 30/-
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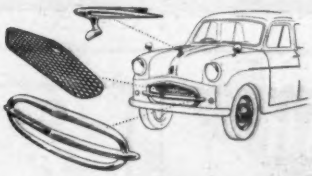

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whatever you drive

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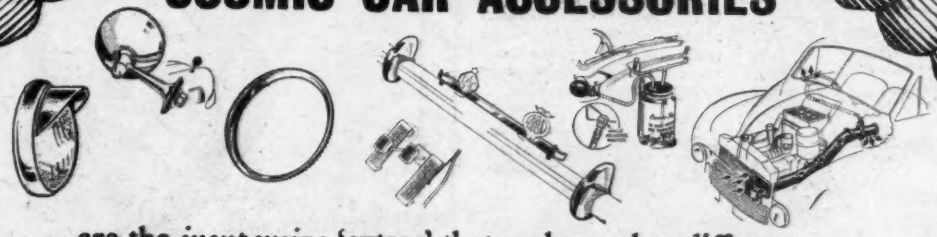

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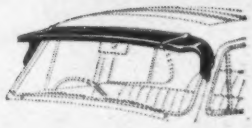

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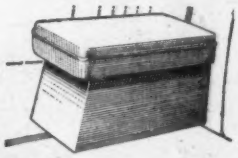

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It is obviously too soon for me to have formed many conclusions as to the effects of the "Gefarator" on the engine of my BMW but I think that you will be interested in my preliminary findings.

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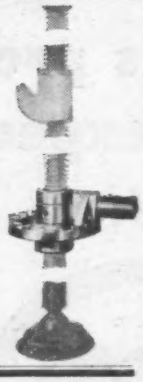

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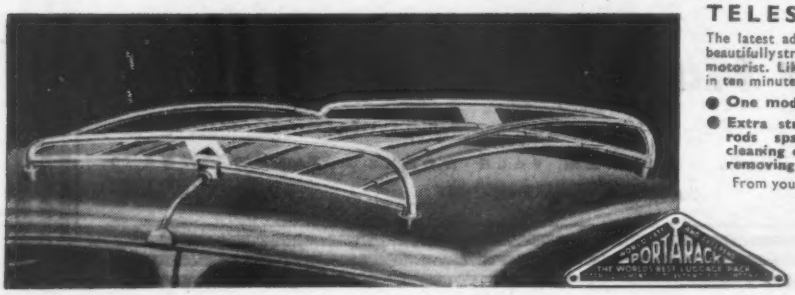

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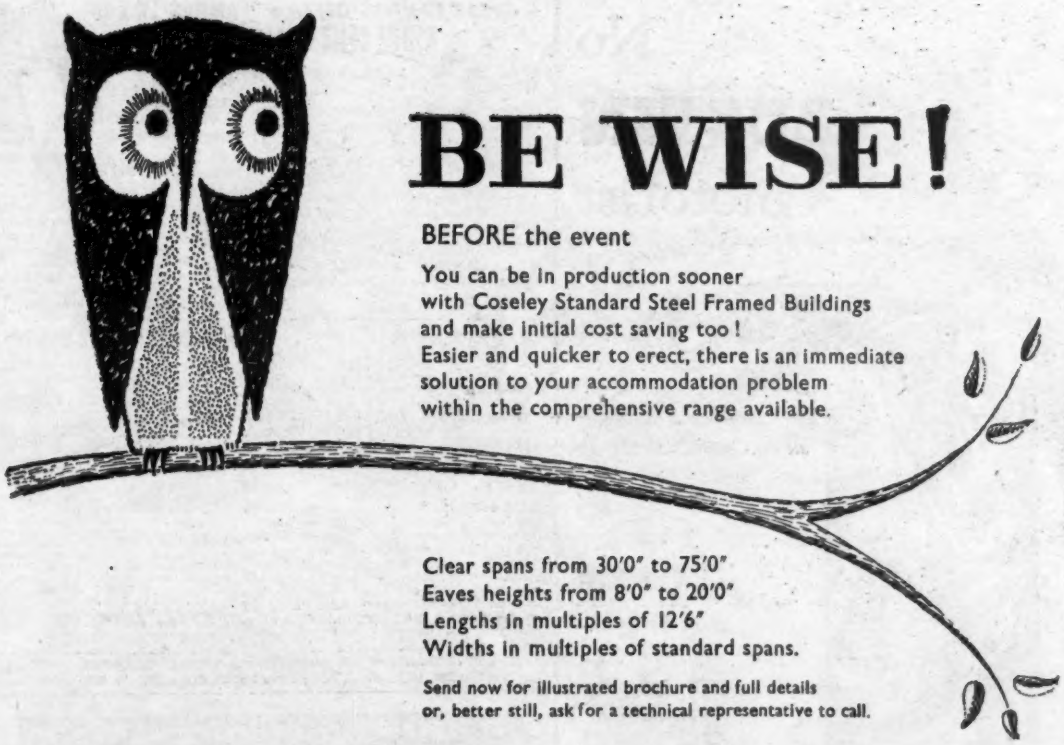

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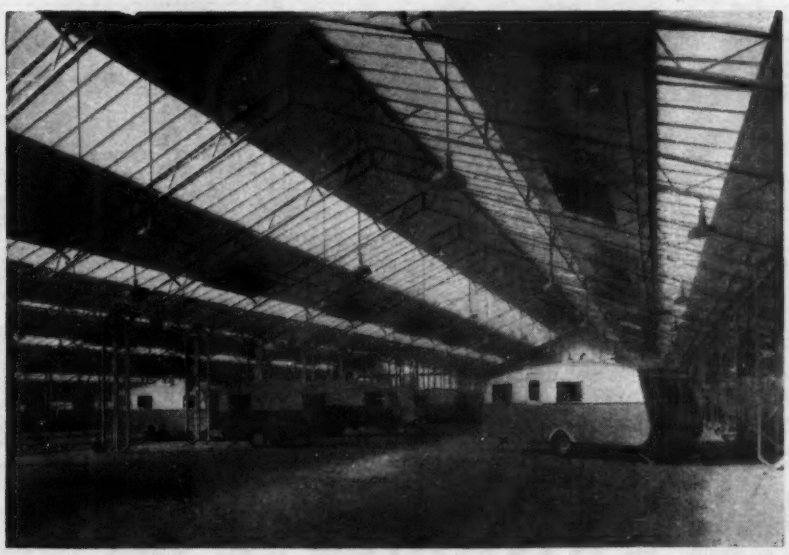

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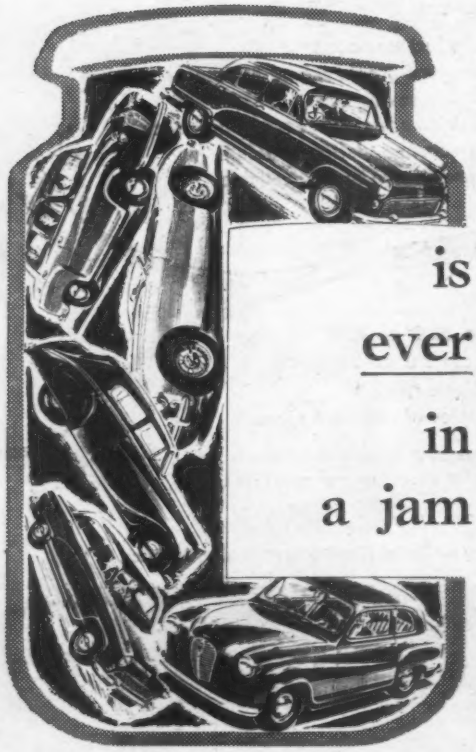

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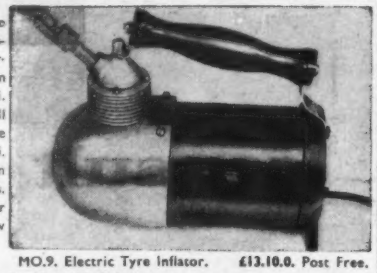

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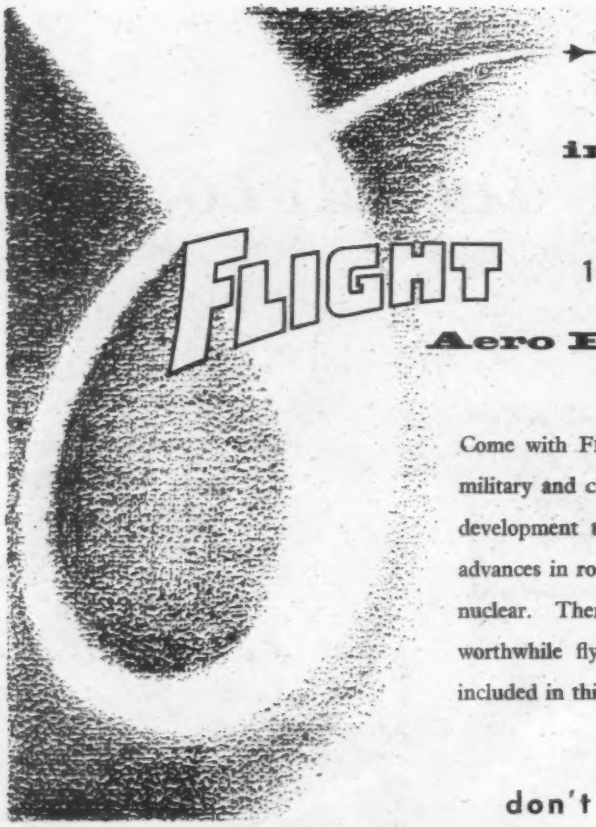

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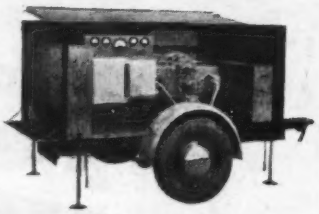

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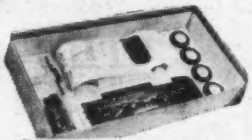

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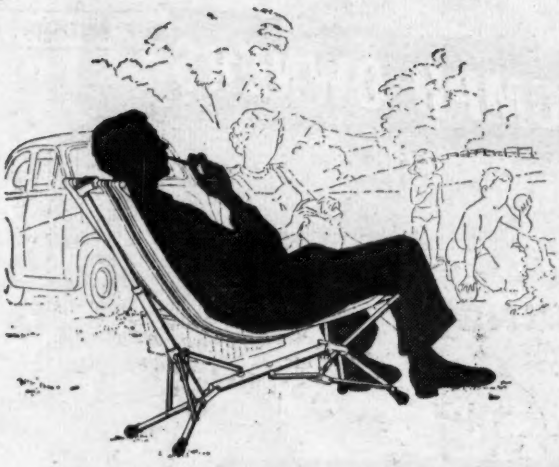

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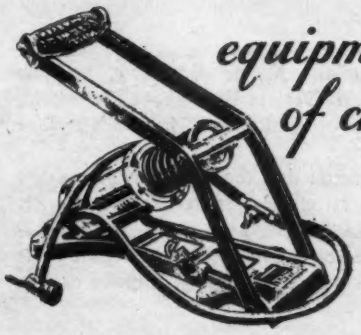

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The Autocar
FOUNDED 1895

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Changing Circumstances

MUCH of this special issue is devoted to discussion of British cars, many of them new cars which the public at home and abroad are only just beginning to know. They are very important models, because the industry and country are depending upon them, and upon others soon to be announced, to re-establish the lead that has been disputed during the winter months.

In the export field we have been experiencing a delayed action, not uncommon where public opinion and habits are concerned. Some two years ago, when British manufacturers were effecting a change-over from immediate post-war models which had begun to lack competitive appeal, the impact of new and novel Continental cars was felt for the first time. The position is now changing again rapidly and public opinion will follow. The latest British cars are fully competitive and meet the requirements—performance and pocket—of most of the world's car owners.

In the exceptional years after the war, everyone was short of everything, and because our resources were shortest of all, we had to export all we could make in order to eat and remain solvent. Supposing, in these circumstances, you had had an exportable and saleable product, would you not have put 100 per cent of your effort into production?

Again, to introduce a new product entails tooling changes and rearrangement of plant. After the war, licences were needed for materials and building; months and even years of delay were quoted for machinery and for tools; materials had to be picked as much for their availability as for their suitability; most manufacturers were already awaiting new equipment and building licences to make good the wear and tear of war. Would you have been ready in such conditions to divert key men to design and development and to disrupt an existing production line from which every unit was eagerly awaited?

Our guess is that you would have done exactly what the British motor industry has done—kept production at its peak, clung to the best products, developing them and improving but avoiding major changes and complete innovations, until the time for something completely new could be put off no longer.

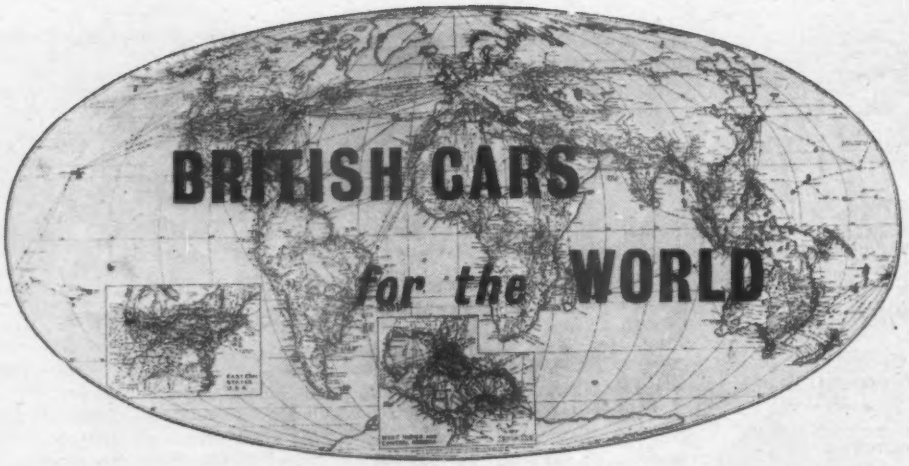
All this is not to say the industry has been entirely right, but rather that a year or two ago they were doing as anyone else would have done in their position. The country has a great deal to thank the industry for, as the tremendous export figures since the war—the highest of all our industries—clearly show.

If there is a criticism to be voiced, it is that in some directions the design side was allowed to run down while production drew all the effort. As a result, the really new cars have been developed and introduced more slowly than all of us would now wish. Today, several entirely new and modern British cars are available and others are near; there is also a vigorous distant programme.

When mentioning new models, we do not necessarily mean cars embodying specialized or unconventional design features which have enjoyed some success and novelty appeal abroad. All-round-independent suspension certainly has its place, as have engines at the rear and automatic transmissions. These features also have their drawbacks, and must be balanced against the requirements of the markets for which the vehicle is designed, and particularly against price. No one is more enterprising or flexible than the Americans, nor richer in resources, yet they do not go in for independent rear suspension or engines other than in front. Yet if their market requirements had called for these features they would have acted.

There has been one nigger in the British industries woodpile and he grows fatter today. We refer to taxation in this country. Taxation of motorists and of the motor industry has been handled in a way calculated to depress and distort and, in fact, completely to discourage any but a keen motoring nation. The Government should be careful lest the home market goose be reduced to laying off the gold standard.

Readers are now invited to read overleaf the views of those who direct the export efforts of some of the major British companies. They understand the prospects and difficulties well, yet happily their combined outlook may be described as buoyant.



AT A TIME when the British motor industry is redoubling its efforts to capture a large share of the world's markets, it seems very appropriate to print the opinions of the men most concerned with directing the sale of British cars overseas. Accordingly, we have approached several of the major manufacturers, for a frank statement of their views on the industry's—and particularly their own company's—export efforts. In addition, we invited their comments on the various criticisms that have been levelled at British cars and sales methods.

With this special feature we introduce the men, and the messages which they have directed to the very large and representative band of motorists at home and abroad—the readers of The Autocar.

By J. F. BRAMLEY

Director of Export Sales for The British Motor Corporation Ltd.

THE British motor industry in the ten post-war years made a massive contribution to the country's exports. The world has bought from Britain three million vehicles in this time, spending £1,439 million with us. In the same time it has bought £581 million worth of parts and accessories to maintain these vehicles in service, and it is fair to say that on the other side of the bargain the world has benefited enormously in so doing. In other words, Britain's motor industry has made a world contribution to the mobility of people and goods, in the advance of mankind to a higher standard of living.

Of these figures, the principal companies of the British Motor Corporation, namely Austin and Nuffield, can claim to have accounted for 1½ million vehicles exported. As an industry, either in its entirety or in its separate components, these exports stand not only as a notable achievement but also indicate how great is our responsibility for the future.

How is that future being faced and how is it being planned? Broadly, the motor industry, some nine months or a year ago, announced very considerable plans for extensions which are now in progress. The organization which I represent announced a £12 million programme which, coming on top of the very big consolidation of Austin and Nuffield resources, represented a development far greater than this sum might be taken to indicate. The results of that development are now becoming apparent in increased capacity to produce. So it is safe to say that the industry is already stepping into the future with a programme that will provide for the output necessary to maintain its place in the markets of the world. But of recent times those markets have been subjected to licences and currency restrictions. Licensed markets have been reduced by a further restriction and, in the main, closed markets have remained closed.

The free markets—and of these there are under 20 of significant size remaining free—in many instances have suffered internal credit restrictions, whilst competition has become most intense. If these conditions continue, the full capacity of the industry may not be absorbed, and a new approach to market development is imperative. This approach seems to be very largely in the direction of more assembly, and even more manufacture, abroad.

The motor industry today has expanded its exports by supplying 50 per cent of its cars in C.K.D. (completely knocked down) form for assembly abroad. Of its medium- and light-weight trucks—the big volume commercial vehicle export—this figure is more like 85 per cent. In the future it looks as if even higher percentages will be achieved, so that C.K.D. exports will become the foundation on which will be built our future export performance.

The British Motor Corporation at the moment has no fewer than five entirely new projects for overseas assembly in active development, as well as two for progressive manufacture, one of which, in Australia, is well on the way to being completely established.

Parts availability is becoming more and more important overseas as more vehicles reach the road and as they grow older. B.M.C. has recognized this, and is in process of consolidating its parts organization in a new six-acre building at Cowley, at which the needs of all its vehicles in all markets will be met expeditiously. A parts turnover that has been increasing by 10 per cent per annum for the past five years, is expected to increase by more than double that rate in the future.

Sometimes it is said that the British motor industry is not sufficiently conscious of progress in modern styling, and that it does not introduce new models frequently enough. This is one of those misstatements which gain substance from reiteration—against the facts. I doubt very much whether, at any previous time in its history, the industry has been so active in this respect. In the past three years it has launched over 40 new models, more than 20 of which, evolved for world demand, are selling extremely well overseas. Of these, ten have come from the British Motor Corporation. This, in total, represents an immense investment in new tools and plant, apart from intense designing activity.

It is, of course, impossible to reveal what new models will be forthcoming in the next three years, but the past three years' activity, when seen in this light, is a clear proof of the fact that the industry is very much on its toes in the matter of design and development.

Finally, there is the strictly commercial aspect of finance. With growing exchange and credit problems we, and the industry in general, have had to reconsider some of our business terms because, whilst cash down business is always best—particularly for export—today output, exports and markets must be maintained by other means when the free flow of money begins to falter. Consequently, with the backing of Government guarantee, we are using rational methods of finance to maintain the flow of exports to markets which might otherwise be closed, at least for the time being. We view this as a matter of sound market development, and it should not be confused

with the rather desperate and extravagant financing which has marked the activities, during recent years, of some of the industry's overseas competitors.

Put all these facts together and we have a formula which will enable us, I am sure, individually and as an industry, to fulfil by even greater achievements in the future, the responsibilities born of past experience.

By R. SUTHERLAND PILCH

Director and Exports General Sales Manager of Rootes

FOR ten years the British motor industry has led the world in car exports. Last year it earned more than a million dollars abroad each day for Britain.

Yet in recent weeks a storm of criticism has centred around the industry. It has been said that our cars are obsolete in design and poor in finish; that they are unreliable and built only for British roads; and that they are backed by an inefficient after-sales service and spares organization.

At the same time some very gloomy predictions have been made about their prospects for the future. Were this true, it would indeed be a rapid and remarkable reversal in our fortune. But it is not true and I should like to examine some of the criticisms that have been made.

Too often, I feel, isolated and out-of-date instances of faults in British cars have been used as the basis for sweeping condemnations. I can say that at the present time the reports that we are receiving from our distributors abroad simply do not substantiate the black picture that has been painted.

On the question of design, one of the main charges against us seems to have been that we place our engines at the front of our cars and not at the rear! This issue raises some very debatable questions of weight distribution and of road behaviour. It is worth remembering that in designing a car many factors have to be balanced against each other, and I do not think that we are altogether wrong in refusing to sacrifice comfort, quietness, a high degree of safety and plenty of luggage space just for the sake of being unconventional.

In any case, the basic soundness of our designs has been proved thoroughly, both by the day-to-day performance of our cars on the roads of the world and by their achievements in competitions.

For all our cars, we have many specifications to meet all local regulations and the particular demands of all types of climate and all kinds of road conditions. For example, in Nicaragua, which certainly has some of the worst roads in the world, a fleet of Hillman Minxs, operating as taxis, are still going strong, each with some 150,000 kilometres behind it.

Visiting Persia recently I landed at Ispahan and found 50 Hillman taxi-cabs at the airport. Operators told me that of the 300 taxi-cabs in the city, 180 of them were Hillman Minx saloons. In fact, practically all taxis in Persia are British and this is significant because the drivers are restricted to a maximum fare of 10 rials—about 1s. To make them pay, the cabs have to be driven to the limit. Operators cannot afford to have them off the road for any length of time and each cab is handled in relays by two or three drivers.

Of the 2,000 Hillmans used as taxis in Persia, some Mark I 1946-7 models have over 200,000 miles to their credit. The reasons, I was continually told, for the popularity of British cars was their reliability and economy. And, obviously, the service and spares organization behind them has to be first class.

We are constantly watching the performance of our cars abroad. For instance, any warranty claims are carefully analysed, and recurring faults given immediate attention at the factory. Reports from overseas representatives and distributors are treated in the same way.

Continual efforts are made to improve dealer arrangements and to ensure an efficient after-sales and spares service. Dealers who do not seem, from our records, to be ordering spares in proportion to the vehicle population of their areas are approached to find out whether their stocks are, in fact, adequate.

Our overseas representatives regularly visit every dealer to give guidance and advice on service developments. We have an elaborately equipped mobile school to give practical instruction and tests to mechanics abroad. At present it is in Switzerland; soon it will visit Austria, Germany, Belgium and Holland. It has already been to Scandinavia and Portugal.

We believe that the best way of increasing our export business is to establish overseas assembly plants, wherever practical, and regional offices in main centres so that local sales, service and spare parts are under constant review by our own staff. We have Rootes regional organizations in the Argentine, Australia, Belgium, Brazil, Canada, the Caribbean, Egypt, France, India, Japan, Kenya, The Lebanon, Malaya, Mexico, New Zealand, the Rhodesias, Scandinavia, South Africa, Switzerland and the U.S.A. Altogether, the Group is now exporting to 148 countries and this number is growing steadily.

We realize also, the value of good public relations, and have recently set up new R.P.R. organizations in the main European markets, in the U.S.A. and the principal Commonwealth centres. It is a sad fact that these organizations abroad are needed to answer criticisms which have been published in the British Press as well as to deal with adverse foreign publicity and German propaganda.

The general picture of our exports is one of improvement and expansion—often in the face of fierce import restrictions. In Australia a £1 million extension to the Rootes car assembly plant in Victoria was recently opened which trebled the size of the plant, and further development is planned.

New markets are being created by the development of backward countries, and all directors and senior executives undertake frequent trips abroad to make on-the-spot surveys of new sales potential. None of us who has been exporting during these post-war years has any illusions about the intensity of the competition that we face or the great efforts that will be needed to overcome it.

A multi-million pounds expansion scheme is going ahead in our factories and we are planning for an increase in exports on the same scale. We believe that by aggressive salesmanship and by making full use of the skill and resources at our disposal we can improve upon our share of the industry's phenomenal achievements since the war.

By H. A. DENNE, O.B.E.

General Export Manager, Ford Motor Company Limited

THE British people have a curious habit of denigrating their own achievements. This does not matter so much at home, where we are accustomed to under-statement, but now that our national economy is so dependent on overseas trade the mass media of communication can twist this foible into a menace.

Everybody knows the phenomenal export achievement of the British motor industry since the war. Even since 1950 the value of these exports has risen from £116.6 m to £122.5 m, but to read some of the criticisms of the industry over the past year, anybody could be forgiven for thinking that the industry was almost withdrawing from the field. The present success of some of our foreign competitors has turned some heads, and sometimes a most misleading picture has been presented.

Let us look, then, at the prospects at Dagenham. Already this year the volume of our trade with Austria, for example, is ten times in excess of 1955, and in Sweden, where the general sales manager of our Swedish Associated Company has used the phrase "selling like hot cakes," we are one-third up on the comparable figures last year for our Anglia and Prefect models. Those are just two examples from Europe, and both, incidentally, from countries with a German trading tradition.

Last year our Company set up a new export record by shipping 166,000 units, and the present indication is that 1956 will see that beaten. We have always said that we welcome competition, which is the life-blood of our business; it does us good and the fact that the tide is flowing in our direction encourages us to set our sights still higher.

There is never any backwardness among those who delight in telling us what is wrong with British cars and the service that goes with them. Well, here is a man who writes from Canada to say that he has driven 103,000 miles in his Ford Consul with

no major overhaul except for a set of new piston rings, and that example is no more isolated than those we read of from the other side.

We have just introduced a range of new models. Wherever they have been shown so far they have aroused the greatest enthusiasm, at Amsterdam, at Stockholm, at Copenhagen, where a surprisingly large number of orders were taken on the stand on the first day. These new models were also shown with great success at the International Automobile Show in New York which opened on April 28. We have brightened our colours and upholstery right through the range, and we have added many refinements. We try always to offer a better motor car and better value, and, curiously, our designs, sometimes criticized as "insufficiently advanced," are usually followed by others.

Our suspension undergoes the most gruelling tests, including Belgian pavé and "washboard corrugations," and we were quick to espouse integral body construction.

We have always been jealous of our after-sales service, on which repeat orders and our long-term reputation depend. Included in our current expansion programme is a new parts depot which will speed the flow of spares to overseas dealers. We know that this aspect of export business is absolutely paramount.

Naturally success in the export market depends on unremitting market research on the spot and on the wise selection of dealers, whose business is our business. For them, as for us, the goal must always be over the next hill, and we intend to keep our muscles flexed. No one market is stable in a world of currency restrictions and import quotas, but the whole market will continue to expand for the man who can cater for it.

It must be remembered, too, that we do not plan merely from day to day or month to month, but that our basic long-term thinking is most carefully worked out, with sufficient elasticity to cushion changes in market conditions.

By M. WHITFIELD

General Sales Director of the Standard Motor Company

DURING the first quarter of 1956, there has been a steady increase in exports of Standard and Triumph vehicles. Each month has shown an increase over the previous month, as well as a considerable increase over the corresponding month of the previous year.

These results are due to a concerted plan of action by my Company to capture a larger share of the world's automobile markets. In this we have been greatly helped by the universally enthusiastic reception accorded to the new Standard Vanguard III. This model has been shown at every major motor show in Europe and, at each, consequent orders have exceeded both expectations and supply.

My own Company has been affected by foreign competition as much as others, but we feel that our organization is now fully geared to meet this challenge, and that our products themselves provide the answers to the criticism, much of it exaggerated, which has been current.

British cars are supposed to have outmoded lines and lack the necessary appeal for Continental markets. It is our belief that cars such as the Vanguard III make nonsense of such contentions. This was strongly supported at the recent Turin Motor Show. Interviewed by a British motoring correspondent, Signor Luigi Segre, president of the famous Ghia Body Company, was quoted as follows: "The engineering qualities of British cars are good. Now you are giving them modern good looks. The New Vanguard, for example, has lines to rival anything in its class on the Continent."

In our smaller models, the Standard Super Ten, for example, a four-door, four-seater family saloon with a maximum speed of 70 m.p.h. and a petrol consumption of 40 m.p.g., is well upholstered, fitted with heating and air conditioning equipment, electrically operated screen washers and has automatic entry lights on all four doors. It claims to be the complete family car by possessing ample space for the luggage of its four passengers.

The most stringent pre-production and continuous testing is applied to every Standard car now offered to the public—not only is the prototype severely tested on the various tracks at the M.I.R.A. testing grounds, but the first production models are also made to cover thousands of miles on the varying roads of the world.

After-sales service is one of the most important keys to success in overseas markets. This fact has long been recognized by my Company and since the war we have concentrated on creating a network of reliable distributors and dealers throughout the world. In many countries we have also established affiliated companies which can administer our business more effectively on the spot. We have just opened a new Standard European Service School in Belgium and mechanics from our dealers throughout Europe are arriving weekly to undergo detailed instruction, from experienced tutors, in the repair and maintenance of our vehicles.

Our spare parts organization has been considerably reinforced by the introduction of the new "STANPART" scheme. This new trade name has been devised by our Spares Division to identify genuine Standard spare parts. Every Standard owner throughout the world can now be assured that, wherever he sees a sign bearing this name, he will be able to obtain genuine spares and fully guaranteed, factory rebuilt engines at fixed prices. Spares representatives, constantly touring the various sales territories, are making sure that all dealers carry sufficient stocks of spare parts to deal with customers' requirements. Unusual spare parts not held in stock in remote areas may be flown out at a moment's notice.

I must add to these factors the faith which I have in our design and development engineers. They are hard at work on the latest engineering developments—in order that they may be available for the Standard owners of tomorrow at reasonable prices.

The Standard Motor Company is making a deliberate and determined effort to expand its sales in overseas markets. The fact that this Company earned £33,000,000 of foreign currency for Great Britain last year and has so far exported 90 per cent of the total output of our latest model is, I think, sufficient evidence that this effort is succeeding.

COMPANY policy prevents **Mr. B. F. Mason, Export Sales Executive of Jaguar Cars, Limited,** from making a personal statement for inclusion with others in this feature. Instead, the company has provided the following notes on the subject of its export sales and service:—

It is a well-known fact that Jaguar cars have definitely made a favourable impression on the export markets of the world. Their success is undoubtedly attributable to the special features which have always formed an important part of the policy of Jaguar Cars, Limited. Those features include the pleasing appearance and elegant finish of the coachwork, no matter whether it be the touring or sports type of car, combined with excellence of performance under all sorts of conditions, economy in running costs and prices which are competitive with other makes of cars in a similar class.

Jaguar cars are selling in no fewer than 117 markets of the world through an organization consisting of many hundreds of distributors and dealers, and in establishing these outlets for the company's products, special consideration has always been given to the selection of reliable firms already engaged in the industry and who are fully conversant with the marketing of the specialist type of car; the availability of facilities for ensuring first-class after-sales service, with adequate stocks of spare parts, has always been stressed as being absolutely essential for the achievement of success.

It cannot be denied that in some small markets where the demand for the specialist type of car is extremely limited, that the stock of spares held by the distributor in that market does not include every major unit, such as a complete engine, a state of affairs common to all specialist cars, but every distributor holds a stock of those parts which are usually considered to be essential in order to maintain cars on the road under normal running conditions.

The tremendous success of Jaguar cars in the United States of America, and many other countries, is the result of having followed this policy, and in order that this achievement in the United States may be consolidated, the company has established its own organization in the form of a subsidiary company, operating under the title of Jaguar Cars North American Corporation, 32 East 57th Street, New York, with a branch office at 9110 Sunset Boulevard, Los Angeles, whose function is the control and expansion of distribution through dealers and the development of an effective and adequate after-sales service.

The outlook for the future is still bright and no opportunity will be missed in an endeavour to bring the overseas organization of the company to a state of even greater perfection.

By G. C. WELBY

Sales Director,
Vauxhall Motor Company

ANY minute now the world's population of motor-vehicles will pass the 90 million mark. Some time during 1958 it will reach 100 million. At the beginning of 1940 it was only 44 million.

Every year the market gets larger. More people use motor vehicles for the first time. More cars and trucks are needed to replace those that wear out. Nothing short of a major catastrophe can halt the continued expansion of the world demand for motor transport.

Why then, are some prophets of gloom forecasting that British vehicle exports will never again be as high as last year?

Their fears will only be realized if we forget what I hope as a race of exporters born and bred we never *can* forget—that the world buys the products it finds most acceptable. With motor vehicles, as with most other commodities, acceptability is determined by a small number of simple factors: value; suitability; quality; availability; service.

The people of the world, as they have done for centuries, will buy the product that is most appealing under those headings, and the future of British motor exports will be determined by the success of our efforts to equal or outstrip overseas competition in all those five categories, separately and collectively.

That is the problem. How well shall we solve it? I am in no position to speak for the entire industry, but at Vauxhall we are confident of our ability to compete successfully for a fair share of the growing world market. Why else should we be spending £36 million on doubling our production capacity? Last year, 54 per cent of everything we made went overseas. Our plans are based on continuing to export half our output, even when it is very much higher than the 143,000 vehicles we built last year. How do we, at Vauxhall, relate these plans to the five points I mentioned?

Value-for-money and quality of finish are the first essentials—and that is one good reason for increasing the scale of our production. As output goes up, value and quality should go up too. Up-to-the-minute techniques and made-to-measure equipment mean not only more vehicles per hour and per square foot of factory space, but better *quality* vehicles. Today's models provide more satisfaction per £ of the customer's money than any Vauxhall yet—but this will be true to an even greater extent of the cars we shall be building in two or three years' time.

Suitability? Only time will reveal whether our future models will appeal to the thousands of people overseas who will buy new cars in the next few years. But last year we shipped to 138 different countries—and we treat each one as a listening post. We receive a constant flow of information from the eleven countries where Vauxhalls are assembled overseas. As a result, we believe the Vauxhalls we are building today and the models we have planned for the future are cars the world will *want* to buy.

Finally, availability and service. In most countries the days have gone when would-be buyers had to wait for a car, and nowadays the question of availability relates chiefly to spare parts—which is linked with the question of service in general. If service and parts supply have been at all unsatisfactory in the past—and it would be foolish to claim that the reverse has always been true—it is up to us to put things right, now that the material supply position is easier. And we *are* putting them right, so much so that this year we should achieve our goal of "service off the shelf throughout the world."

Last year there was an enormous reduction in the number of parts on delayed delivery, and the list value of spare parts this company shipped overseas was in the region of £1 million a month. The quality of Vauxhall dealer service, too, is constantly improving, thanks in part to an increasing flow of overseas dealers' staff through our Service schools and frequent overseas contacts by company technicians.

Does all this sound optimistic? I hope so, because it's meant to be. Here at Vauxhall we have no doubt at all that the best and biggest export business is yet to come.

AUTOMATION: A Thorny Problem

GROWING pains are not exclusive to children—the present difficulties in this country concerning automation, focused at the moment on the Standard Motor Company, are evidence of the urgent need for care and co-operation in securing the introduction of radically new techniques without friction and hardship.

The problem appears to be to reconcile the workers' understandable intention to safeguard the full employment they have enjoyed since the war, and the employers' equally understandable intention to increase efficiency and productivity by applying the twin benefits of full mechanization and electronic control.

The two interests are not, in fact, conflicting, as experience of automation in America has established, but the transition period can be anything but a honeymoon for those immediately concerned unless there is full consultation, discussion and willingness to give and take.

As we went to press, the 11,000 Standard strikers—out because of redundancy threats and because workmen were still pressing on with the installation of £4 million worth of automatic machines intended for tractor production—were waiting to hear if they were to have the backing of the ten unions affected by the dispute. At the same time, the effects of the Standard stoppage were making their impact on ancillary industries, especially the makers of electrical equipment, bodywork and the like.

Meanwhile the Government is urging, in broadcasts and in talks with union leaders, the view that such changes should not be feared as enemies, but used as allies to promote increased production and the ability to compete successfully in world markets.

There is a growing volume of opinion that such mediatory messages bear the old bureaucratic brand of "too little and too late"—that the experiences of our American friends should have prompted a much earlier approach, in which the inevitable process of automation could have been tackled hand in hand rather than as a bone of contention between opposing interests.

Our future as a first-class nation—and therefore an exporting one—depends upon a successful solution of this problem, and one hopes that there is still time to achieve this without strife. But the time is short.

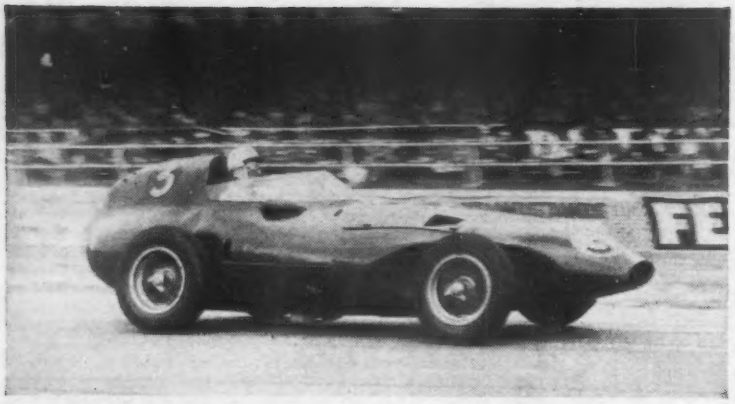
Is All Fair?

METHODS used by Volkswagen, the German state car firm, to promote its sales in North America are being investigated by the United States Attorney-General's anti-trust division under the Clayton Act, which deals with restraint of trade, following allegations by dealers. It is stated that Volkswagen refused to supply the dealers unless they kept British and other foreign cars in separate showrooms. Under this kind of pressure, it is claimed, Jaguars have lost 15 dealers and the Rootes Group, six.

An official of the Society of Motor Manufacturers and Traders said that a number of dealers who could not afford to run two showrooms gave up handling British cars, the sales of which were hurt. The president of the National Imported Car Dealers' Assn. commented "It is a serious matter; it has been happening all over America." The Association's legal advisers are said to be preparing a civil action against Volkswagen of America and its main distributors.

This development is revealed as British car manufacturers see the first fruits of a big drive to recapture lost trade in America. Last year Western Germany sent 34,482 cars, worth £14 million, to the United States; Britain's share of the market—20,633 cars—was worth £10 million. In January of this year Germany had 71 per cent of the business, worth £2,100,000; Britain had over 19 per cent, worth £868,000. In February Britain's share rose to over £1 million, and Germany's fell to £1,600,000.

British car manufacturers, attending the New York Motor Show in force, have been backing up their sales drives. Jaguar hope to increase their U.S. sales by 30 per cent this year; M.G.s are being imported and sold at the rate of 100 a week, but B.M.C. believes it could sell three times as many if it could produce them.



Silverstone Resurgence of Vanwall, Connaughts : Records Broken

Unusual configuration among Grand Prix cars. The new Vanwall, which, in the hands of Stirling Moss, on its first appearance this season, won the Trophy race at an average speed in excess of the all-out circuit record, and equalled Hawthorn's new record in the B.R.M. no fewer than 14 times

BRITISH

WITH a most convincing demonstration of the Vanwall's speed and reliability, Stirling Moss won last Saturday's *Daily Express* Trophy race at an average speed in excess of Farina's absolute circuit record of 100.16 m.p.h., set up in the Ferrari Thinwall Special in 1953. Following him across the line came the Connaughts driven by Archie Scott-Brown and Desmond Titterington. The two Ferrari-Lancias driven by J. M. Fangio and Peter Collins had both retired with clutch trouble before the race was half run.

Though the Trophy race was run over 180 miles—some 120 miles less than the full Grand Prix distance—the showing of the British cars promises well for the *grandes epreuves* this season. Great credit is owed to Tony Vandervell, and to Colin Chapman who designed the Vanwall frame and body. Since last year the engine performance has been increased considerably as a result of development work undertaken by Weslake and Company. Maximum output is around 290 b.h.p. with a peak b.m.e.p. of 220-225 lb per sq in, and what is of such importance is that these figures are produced from approximately 4,000 r.p.m. to the maximum speed of 7,500 r.p.m.—a really useful power range.

Roy Salvadori started the meeting splendidly by winning first the 1,500 c.c. sports car event in the Cooper-Climax at a race speed of 95.13 m.p.h. —comfortably in excess of the previous lap record for the class of 90.84 m.p.h. —and setting up a new class record of 96.67 m.p.h. He also won the second event, for sports car over 1,500 c.c., driving a works-entered DB3S Aston Martin, once more setting up a class record of 97.57 m.p.h. Unfortunately, driving the Gilby Engineering Maserati in the Trophy race, he crashed when lying third.

Sports Cars

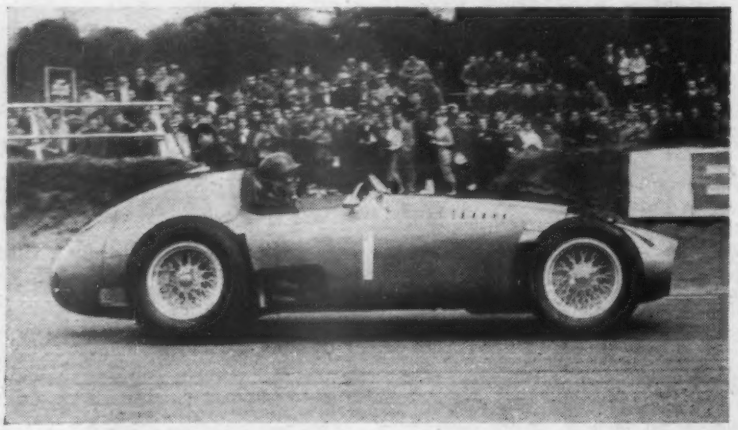
There they all were once again, the Coopers with the sawn-off styling, the Lotus, two Maseratis, and an Elva. It was the start of the first sports car race, a race with some notable non-starters—Moss' and Bueb's Coopers (Bueb took over his Lotus from Hawthorn), the two German E.M.W.s, the Elva of Mackenzie-Low, and several others.

Practice times put up during the previous Thursday and Friday gave an indication of what was to happen; the up to 1,500 c.c. lap record, set up last May by Ivor Bueb in a Cooper and Les Leston's Connaught at 90.84 m.p.h., had already been unofficially beaten by Bueb himself and Chapman (Lotus) at 93.25 m.p.h. and 94.08 m.p.h. respectively, while on Friday Brabham in the works 1,500 c.c. Cooper put the figure up to 95.79 m.p.h.

The flag dropped, and away the potent little cars went, with Salvadori (works Cooper) in the lead, followed by Chapman and Brabham, then in close order, Les Leston, Cooper, Bueb, Lotus, the Swedish driver, Joakim Bonnier in his black and yellow Maserati, Taylor, Cooper, and Cliff Allison, heading the 1,100s in a Lotus. Chapman spun at Becketts in his efforts to catch Salvadori, and lost a couple of places, but he pressed on undismayed. Down amongst the back markers J. B. Naylor in his 1½-litre Maserati was having a great time with Marsh in his 1,100 c.c. Cooper, Naylor having gradually fallen back from ninth place after the third lap. McMillan's Elva called at the pits and there finished.

At half-distance the leaders were Salvadori, Chapman, Brabham, Leston, Taylor and Bonnier—all 1½-litres, but Bonnier then got into trouble at Becketts. Salvadori's average was nearly 95 m.p.h. and, Allison still leading the 1,100s, had worked up to seventh place. Brabham went out with gear box trouble, and Allison retired after a fine drive. Salvadori won, after hitting the lap record for six, with Colin Chapman and Leston at half-minute intervals. Peter Gammon in his Cooper led home the smaller-engined cars.

A deeper and throatier exhaust note announced the line-up of the big sports cars, their classes made easier to distinguish by coloured rings round the competition numbers. Again the lap record had been unofficially broken in practice, Titterington's Jaguar beating Hawthorn's 1min 49sec lap time of last year by one second. Three official Jaguars (Titterington, Hawthorn and Fairman), the three blue *Ecurie Ecosse* D types were there, and in the next class no fewer than four works Aston Martins, with Ken Wharton in a three-litre Ferrari. There was Bob Gerard looking a little unfamiliar in a Maserati, and amongst the smaller cars, Scott-Brown with the Lister-Maserati. As Hollywood says, an all-star programme. It was a start which left black lines on the tarmac, competitors jockeying for position as they accelerated away to Copse. The noise died down, then rose again as



J. M. Fangio in the Lancia-Ferrari with faired-in sponsons. Part of the fuel is carried in the forward half of the sponsons and the remainder in the tail

they approached Woodcote on the first lap, and again it was Salvadori in the lead, the Aston Martin being pressed by Hawthorn's D-type Jaguar with Moss, Aston Martin, in third place. By Club there were four notable absentees—Titterington had spun with the Jaguar and there was immediately an expensive melée involving Ninian Sanderson, Jaguar, and Parnell and Collins, Aston Martins; all four had to retire.

On the seventh lap it was still Salvadori in the lead with Hawthorn and Moss fifteen seconds behind, then Alan Brown, Jaguar, and that rapid young man from Lancashire. Bob Berry, who had worked Jack Broadhead's D-type up into seventh place.

Hawthorn was travelling very quickly and put in a lap at over 98 m.p.h. but soon afterwards stopped at his pit and retired with seized steering. Ken Wharton

CARS 1, 2, 3

Roy Salvadori, in the Cooper-Climax, on the way to the first of his wins. The car set up a new circuit record for the up to 1,500 c.c. class

Max Aitken, chairman of the board of Beaverbrook Newspapers, presents Stirling Moss with the Daily Express *Trophy after his inspired win in the Vanwall. John Eason-Gibson (right), secretary of the B.R.D.C., looks smilingly on*

was unlucky with the big Ferrari and before he retired with a broken fuel pipe had been handicapped by having the use of only one gear.

As usual Scott-Brown, Lister-Maserati, was leading his class, while Moore and Austin Nurse in the other Listers were helping him make a bid for the team prize. Peter Scott-Russell's Lotus-Bristol broke a piston. The engine seized and caught fire, the car overturning several times. Scott-Russell had a miraculous escape, sustaining only minor burns and concussion. Young's Lotus-Connaught went out with lack of brakes, and at Beckett's Alan Brown had the crowd on its feet when his Jaguar slid. Berry was now in third place about twelve seconds behind Moss, and driving really hard, until the chequered flag greeted Salvadori's second win of the day.

Formula 1

The *Daily Express* Trophy race, main event of the day, was of great significance. For the first time this season examples of all three of the current British G.P. contenders were matched against two of the Ferrari-modified Lancias—last year's G.P. cars which proved, on the few occasions they appeared, to be the greatest challenge to the Mercedes. The side-tank sponsons have now been faired into the body and only the forward half of each "pannier" is occupied by fuel, the remainder being carried in the tail; the exhausts from each bank of cylinders of the vee-eight engine pass through the rear halves of the sponsons.

Practice form had shown both the Vanwalls (Moss and Schell) to be faster than Fangio's Lancia, and the single B.R.M. (driven by Hawthorn—the other cars being prepared for Monaco next Sunday) to be faster than Collins' Lancia. No fewer than six cars (Moss, Vanwall; Schell, Vanwall; Fangio, Lancia; Hawthorn, B.R.M.; Collins, Ferrari; Salvadori, Maserati) had beaten Farina's three-year-old circuit record of 100.16 m.p.h. set up in the Ferrari Thinwall Special. Thus the front row of the grid was occupied by three green cars and one red; it remained only for the British cars to prove their reliability—their speed was not in doubt.

At the start Fangio led Moss into Copse Corner, but by Becketts, Hawthorn's B.R.M. was in the lead. Then came Fangio, Moss, Schell, Collins and Scott-Brown—B.R.M., Lancia, Vanwall, Vanwall, Lancia and Connaught. Parnell's Connaught had dropped out during the first lap with gear-box trouble. By the end of the lap Schell was close to Moss and soon passed him, though, two laps later, Moss was back in third position. Hawthorn steadily increased his lead and, on the sixth lap, Moss passed Fangio into second place. Two laps later Collins passed Schell into fourth place astern of Fangio, and Scott-Brown maintained his fifth position securely, followed by Salvadori's Maserati and Titterington's Connaught.

This was magnificent—suddenly one found oneself watching a race in which British cars were not only putting up a good show, but doing it very convincingly. On went Hawthorn—by the tenth time round he had lapped the last eight cars—followed by Moss, the two of them steadily leaving the Lancias behind. On the fifth lap Hawthorn had set up a new circuit record of 102.30 m.p.h.

Splendid though it was, however, it was not to last. The B.R.M. retired on the fourteenth lap, the magneto drive shearing and the car coasting to a standstill. Moss took over the lead, followed by Fangio—well astern—then Collins, Schell, Scott-Brown, Salvadori and Titterington. Next it was Fangio's turn to drop out, the Lancia coming in to the pits with clutch trouble at the end of the twentieth lap. Collins, lying second, was called in and Fangio took over the car—a six-second pit stop. On the 27th lap he was out once more, with similar trouble—both Lancias had gone.

This left Moss in complete command of the situation, with Scott-Brown in second place, followed by Titterington and Salvadori—Moss having lapped everybody but Scott-Brown. The leading Gordini, da Silva Ramos' eight-cylinder car, was lying sixth, followed by Bob Gerard's Cooper-Bristol which, tenth on the first lap, had been slowly moving up; on the 32nd lap it passed the Gordini into fifth place—an elderly car with an enlarged 2-litre engine overtaking a full formula 1!

Farther back in the field, Jack Fairman's Connaught had called at the pits to change a plug when lying ninth, stopping again later for the same reason before retiring. Schell's Vanwall halted at the pits on the 19th lap to change plugs, and retired on the 20th with a broken fuel injector pipe. Mike Oliver, driving one of the five Connaughts, overturned at Woodcote corner and was taken to hospital suffering from concussion, but was reported not to be badly injured. Pilette's Gordini retired with a broken rear axle and Brabham's smoking Maserati was black-flagged when it dropped oil on to the track, coming in to the pits to retire.

On the 48th lap Roy Salvadori's Maserati, when lying third (having overtaken Titterington), hit the bank at Stowe Corner and overturned. He was trapped in the car but escaped with no more than severe concussion.

Moss continued his magnificent drive at undiminished speed, winning the 180-mile race at a speed slightly in excess of Farina's previous circuit record—a truly convincing demonstration of the Vanwall's

SILVERSTONE . . . .

speed and reliability. Scott-Brown followed at a respectful distance in the Connaught, a lap astern, then Titterington in a similar car. Bob Gerard's splendid old Cooper-Bristol came next, leading a G.P. Gordini and Maserati across the line. Mike Hawthorn's fastest lap in 1min 43sec (102.30 m.p.h.), set up on the fifth lap, remains the new circuit record, though it was subsequently equalled by Moss on no fewer than fourteen laps.

It is an interesting fact that Salvadori's winning average speed of 95.13 m.p.h. in the Cooper-Climax in the 25-lap 1,500 c.c. sports car event was almost exactly equal to Titterington's average in the G.P. Connaught, when he was lying sixth at a similar distance.

Formula III

Hot favourite and ultimate winner was Jim Russell, the reigning 500 c.c. champion. He, like nearly all the other competitors, was driving a Cooper. There were five other makes in the entry, each represented by only one car—Kieft, Emeryson, Grose, Staride, and Revis, and none of them was in the running for a place.

The delight of the formula III race is in the fluidity with which cars change position, and on Saturday the race ran true to form in Jim Russell's domination—like that of Moss in earlier years—from the end of the second lap to the finish. But behind him the fight was keen, and it had an unexpected sting at the end.

Russell is champion, and it is no adverse comment on his fine driving to say that Colin Davis was the hero of the race. Throughout most of the 17 laps he was fourth or third, briefly holding second place only on lap 10. But on the last lap, which he entered in fourth place, he really made his decisive move and as a result snatched second place under the shade of the chequered flag. It was so close that for everyone not opposite the finish line it was difficult to see which of the participating trio had been successful. This strategy caught out Cliff Allison, who seemed set fair for second place, but who managed only fourth, and Ivor Bueb, who succeeded in passing Allison but who was himself passed by Davis at the same moment.

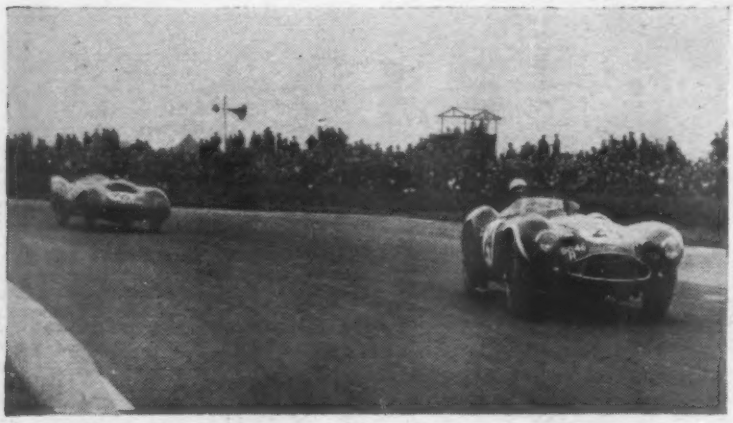
Colin Davis scored a "victory" behind Russell in the Cooper entered by Francis Beart—a very famous Norton engine tuner—but if he did have more power than the others, all praise is due to him for having the forethought to save it until the right moment.

Production Touring Cars

This event was divided into five classes, and in each the existing lap record was broken by a margin of between 0.62 m.p.h. (Bueb's Mark VII Jaguar in the over 3,000 c.c. class) and 5.38 m.p.h. (Parnell's Borgward in the 1,000-1,500 c.c. class). Grid positions were determined by some very remarkable practice times, Hawthorn's 2.4-litre Jaguar having clocked 2min 7sec (82.97 m.p.h.) and Wharton's 2.64-litre Austin Westminster 2min 8sec (82.32), whereas Bueb in the Mark VII was found to have managed only 2min 11sec (80.44).

Clearly these cars had been worked up to quite a pitch, the Westminster having received Weslake treatment and carrying three twin-choke Webers. The Jaguars, too, had received attention, to the extent of fitting twin 2in S.U. carburettors, but otherwise were substantially the same as production cars. Bueb's actually weighed slightly more than the production examples. First round on lap 1 was Hawthorn, setting a pace which lasted only until lap 2, when a cloud of smoke indicated piston failure. Coombs' similar car quickly lost all its water *via* the interior heater and had to make a long pit stop, while Duncan Hamilton's 2.4 Jaguar was soon handicapped by an unintentionally clutchless gear change.

By the third lap Bueb had overtaken Paul Frère's Mark VII, and with Hawthorn out, these two remained first and second until the finish. If that suggests a dull race, nothing could be farther from the truth. Bueb and Wharton were wheel-



Salvadori's second win of the day—in the DB3S Aston Martin. He is seen here leading Peter Scott-Russell's Lotus-Bristol round Copse, before the Lotus threw a rod, caught fire and crashed

Oo-er! The duel between Ken Wharton's Austin Westminster and Ivor Bueb's Mark VII Jaguar—Westminster temporarily in the lead—seen from the inside of Copse corner.

For the 8th year running!

JAGUAR

wins

at

SILVERSTONE

DAILY EXPRESS INTERNATIONAL MEETING

Touring Car Race

1st IVOR BUEB (MK. VII.)

3rd J. D. HAMILTON (2.4 litre)

4th PAUL FRERE (MK. VII.)

Record average speed 80.01 m.p.h.

Sports Car Race

Class 'C' over 3,000 c.c.

1st R. E. BERRY

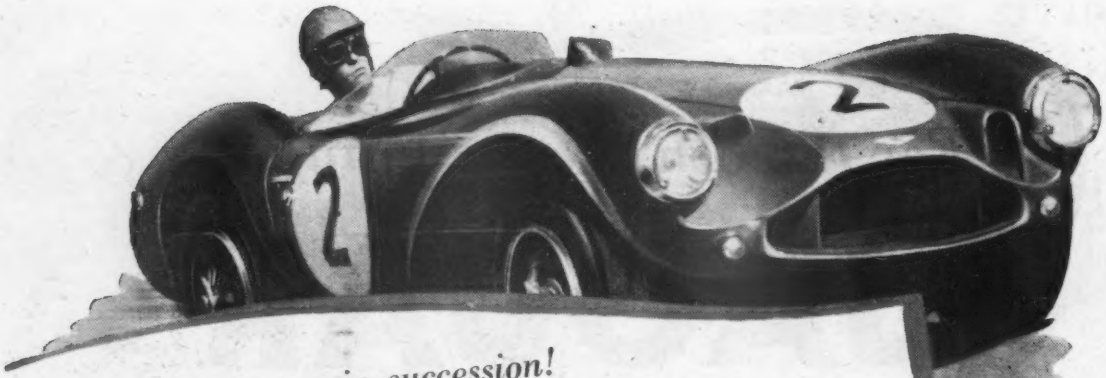
2nd ALAN BROWN

3rd RON FLOCKHART

all private entries

Also fastest lap ever recorded by a Sports Car at Silverstone 98.48 m.p.h.

Subject to official confirmation



For the 3rd year in succession!

David Brown

ASTON MARTIN

wins

DAILY EXPRESS INTERNATIONAL

SILVERSTONE Sports Car Race

(Over 1½ Litres)

1st

R. SALVADORI

(Average speed 94.79 m.p.h.)

2nd

STIRLING MOSS

on **AVON** *leading* tyres

to-day's

(Subject to official confirmation)

SILVERSTONE . . . .

to-wheel throughout this most frenzied and thrilling battle, Wharton holding full throttle from Club Corner to Copse, where he often crept ahead on the inside, only to be re-passed before Becketts. The howl of their tyres as they approached the Woodcote grandstand could be heard above all else, nor was there any indication that either car was tired by this fantastic exertion, for the fastest lap by each car was the twentieth and last—2min 9sec and 81.68 m.p.h.

Hamilton's smaller Jaguar meanwhile moved swiftly and smoothly into third place, which it held from the fifth lap onwards, ahead of Frère. Not far behind him there was a wonderful tussle for the 1,500 class between Parnell's very stable and low-revving black and white Borgward Isabella and Foster's vigorous M.G. Magnette, the German holding its lead by a precarious second.

The team award-winning 900 c.c. D.K.W.s of Scott-Brown, Hughes and Utley were not only fast but wonderfully quiet and stable, making a deep impression on everybody present, especially on those who realized that they were virtually "off the shelf."

To assist in identifying between the classes, coloured rings were painted round the cars' racing numbers—a scheme repeatedly advocated by *The Autocar* for some time past, and greatly helping in quick recognition of the class leaders.

RESULTS (lap distance 2.93 miles)

Sports cars up to 1,500 c.c. (25 laps): 1,101 to 1,500: 1, Cooper-Climax 1,460 (R. Salvadori), 46min 9sec, 95.13 m.p.h.; 2, Lotus-Climax 1,460 (C. Chapman), 46min 39sec; 3, Cooper-Climax 1,460 (L. Leston), 47min 16sec. **Up to 1,100:** 1, Cooper-Climax 1,097 (P. Gammon), 24 laps in 47min 0sec, 89.68 m.p.h.; 2, Cooper-Climax 1,097 (M. Macdowel), 47min 40sec; 3, Cooper-Climax 1,097 (A. E. Marsh), 47min 40sec.

Fastest lap: Salvadori, 1min 49sec, 96.67 m.p.h. (class record).

Team prize: Cooper-Climax 1,097 (Gammon, Macdowel and Marsh).

Sports cars over 1,500 c.c. (25 laps): Over 3,000: 1, Jaguar 3,442 (R. E. Berry), 46min 59sec, 93.44 m.p.h.; 2, Jaguar 3,442 (A. Brown), 47min 3sec; 3, Jaguar 3,442 (R. Flockhart), 47min 37sec. **2,001 to 3,000:** 1, Aston Martin 2,922 (R. Salvadori), 46min 19sec, 94.79 m.p.h.; 2, Aston Martin 2,922 (S. Moss), 46min 47sec; 3, Maserati 3,000 (B. Musy), 47min 4sec. **1,501 to 2,000:** 1, Lister-Maserati 1,985 (W. A. Scott-Brown), 24 laps in 47min 6sec, 89.48 m.p.h.; 2, Lister-Bristol 1,971 (A. Moore), 23 laps in 46min 39sec; 3, Lister 1,971 (A. J. Nurse), 46min 59sec.

Fastest lap: Jaguar 3,442 (J. M. Hawthorn), 1min 47sec, 98.48 m.p.h. (sports car record).

Team prize: Lister (Scott-Brown, Nurse and Moore).

Daily Express Trophy race, formula 1 (60 laps): 1, Vanwall 2,490 (S. Moss), 1hr 44min 53sec, 100.47 m.p.h.; 2, Connaught 2,471 (W. A. Scott-Brown), 59 laps in 1hr 45min 26sec; 3, Connaught 2,471 (D. Titterington), 57 laps in 1hr 45min 6sec; 4, Cooper-Bristol 2,246 (P. R. Gerard), 56 laps; 5, Gordini 2,490 (Da Silva Ramos), 55 laps; 6, Maserati 2,493 (L. Rosier), 54 laps; 7, Connaught 2,471 (P. Scotti), 53 laps; 8, Connaught 2,471 (R. Gibson), 48 laps; 9, Connaught 2,471 (W. Holt), 47 laps.

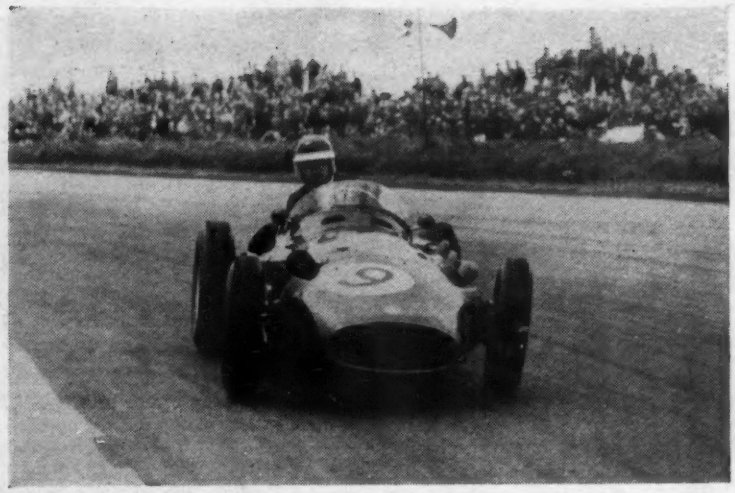
Fastest lap: (tie), B.R.M. 2,491 (J. M. Hawthorn) and Moss, 1min 43sec, 102.30 m.p.h. (circuit record).

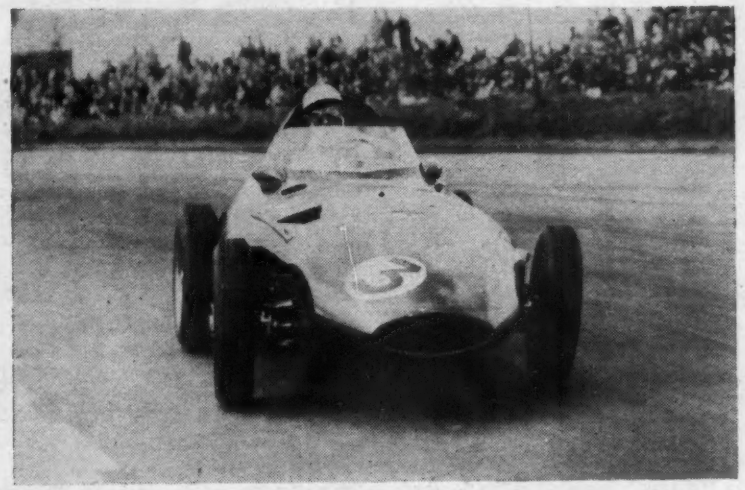
Production touring cars (20 laps): Over 3,000: 1, Jaguar 3,442 (I. Bueb), 43min 54sec, 80.01 m.p.h.; 2, Jaguar 3,442 (P. Frere), 44min 33sec. **2,001 to 3,000:** 1, Austin 2,639 (K. Wharton), 43min 55sec, 79.98 m.p.h.; 2, Jaguar 2,483 (J. D. Hamilton), 44min 18sec; 3, Riley 2,443 (G. H. Grace), 19 laps in 46min 6sec. **1,501 to 2,000:** 1, Alfa Romeo 1,884 (J. Bonnier), 46min 0sec, 76.35 m.p.h.; 2, Alfa Romeo 1,884 (G. Malavasi), 18 laps in 44min 48sec; 3, Ford 1,508 (V. W. Derrington), 17 laps in 44min 47sec. **1,101 to 1,500:** 1, Borgward 1,493 (R. Parnell), 19 laps in 44min 22sec, 75.21 m.p.h.; 2, M.G. 1,489 (A. T. Foster), 44min 23sec; 3, M.G. 1,489 (G. Gelberg), 18 laps in 45min 48sec. **Up to 1,100:** 1, D.K.W. 896 (W. A. Scott-Brown), 18 laps in 44min 40sec, 70.76 m.p.h.; 2, D.K.W. 896 (P. Hughes), 45min 49sec; 3, D.K.W. 896 (R. J. W. Utley), 17 laps in 44min 58sec.

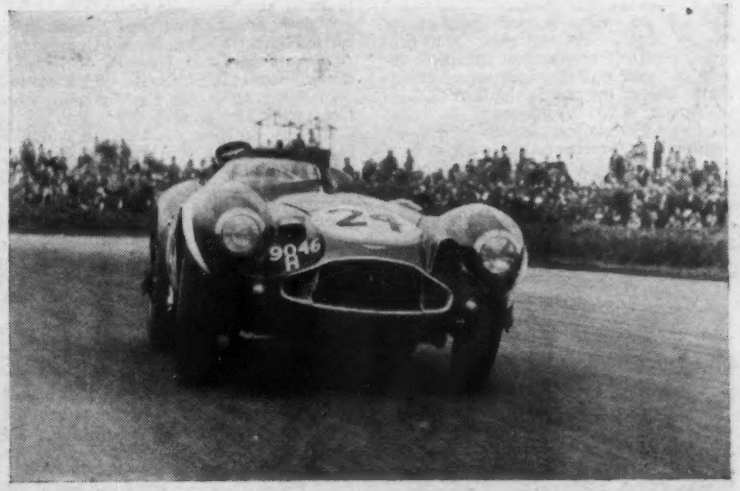
Fastest lap: (tie), Bueb and Wharton, 2min 9sec, 81.68 m.p.h. (touring car record).

Team prize: D.K.W. 896 (Scott-Brown, Hughes and Utley).

Formula 3 (17 laps): 1, Cooper (J. Russell), 33min 34sec, 88.94 m.p.h.; 2, Beart-Cooper (C. C. H. Davis), 33min 42sec; 3, Cooper (I. Bueb), 33min 42sec. **Fastest lap:** Cooper (C. Allison), 1min 55sec, 91.63 m.p.h. (formula 3 record).







Three ways round Copse. Top: Mike Hawthorn, in the B.R.M., which is displaying a marked understeer. Centre: Stirling Moss in the Vanwall: and, below, in the works-entered DB3S Aston Martin

THE NEW DB3S fixed-head coupé, two of which appeared for the first time at Silverstone last Saturday. The six-cylinder three-litre engine develops 210 b.h.p. at 6,000 r.p.m. and the car is said to be capable of 150 m.p.h. Suspension is independent at the front by torsion bars and trailing links and a de Dion rear axle is used: standard Girling hydraulic brakes are fitted

NEWS AND VIEWS

Standard Price Increases

ON Wednesday, Mr. A. S. Dick, managing director of the Standard Motor Co., Ltd., announced increases in the prices of almost the entire range of Standard and Triumph cars. This follows the warning issued in the middle of March, stating that such action might soon be necessary. The new prices are as follows, with old ones (to the nearest £1) in brackets:

	Basic Price £	Total Price £ s d
Family Eight	389 (369)	584 17 0 (555)
Super Eight	420 (405)	631 7 0 (609)
Family Ten	415 (409)	623 17 0 (615)
Super Ten	445 (430)	668 17 0 (647)
Vanguard III	625 (599)	938 17 0 (900)
Triumph TR3	680 (650)	1,021 7 0 (977)

There are no changes in the prices of the Companion estate car, the Vanguard II estate car, and the Triumph TR2. The new prices quoted above and received as we closed for press, supersede those quoted in the British Car Review elsewhere in this issue of *The Autocar*.

H.P. Purchases Fall

HIRE-PURCHASE contracts on cars for last month showed a reduction of 20 per cent on the figures for April last year. Contracts totalled 64,247, compared with 55,201 in March, and 76,858 in April, 1955.

Monaco: The Race

ON Sunday, May 13, the great Monaco Grand Prix will be held on the famous circuit running through the streets of Monte Carlo. Sixteen cars will start in this race, which will cover 100 laps of the 1.95-mile circuit. A full report will appear in next week's issue of *The Autocar*, dated May 18.

Travel Office for Holland

AN office of the British Travel and Holidays Association has been opened in Holland.

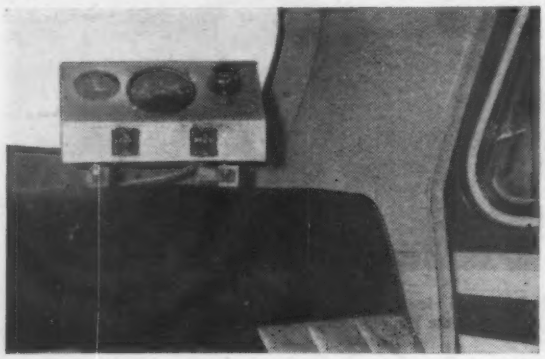
The address is: British Travel Centre, Leidseplein 29, Amsterdam.

PROVING THE PRODUCT

THE major European rallies for some time have been used by British car and component manufacturers as a proving ground for their products. This year's Tulip Rally (which started last Sunday, May 6, and finishes tomorrow) is to provide useful information on the performance of brake linings under severe conditions. One of the cars in the B.M.C. team of Austin A.90 Westminsters is to be used as a Ferodo test car. An instrument mounted on the rear parcel shelf will record the duration and frequency of all brake applications. By incorporating thermo-couples in each brake, a selector switch can be operated to show on a dial of the instrument the temperature of each brake at any particular time.

This is not the first time Ferodo have carried out such tests. In the Alpine Rally two years ago, Sid Henson, of Ferodo, drove a Jaguar XK120 with similar equipment. His co-driver was the late John Cooper, of *The Autocar*.

This is the first occasion on which a factory team of Austin Westminsters has been entered for the Tulip Rally, which ends at Noordwijk-aan-Zee, Holland.



INSTRUMENTS for the measurement of brake applications and temperatures on the back shelf of Sid Henson's Austin Westminster, described above. This is the first time Ferodo have carried out research of this nature in a Tulip Rally

Race-bred Perfection

FROM the Automobile Division of David Brown Industries, Ltd., comes news of a fixed-head coupé version of the Aston Martin DB3S. This car (pictured on the left) is built on the same chassis as the DB3S competition model, and is powered by the same engine; it undoubtedly has claim to the position of Britain's fastest closed sports car, and is a challenge to any foreign product.

The car is exceptionally low (4ft 1in), and yet has generous head room and space for luggage behind the seats. It is quite devoid of the racing "starkness" of the competition car, and is, in fact, very well furnished inside—almost to the standard of the DB2-4.

The twin outside exhausts have a good silencing effect; there are no bumpers on the car. No home price is yet announced for this new Aston Martin, but as a guide it will probably cost a little more than the £3,900 total price of its competition equivalent.

More Tourists

IT looks as if more cars than ever before will be seen on British roads this summer, according to an A.A. spokesman. By the end of March nearly 4,000 cars, mostly from Western Europe, had arrived in this country via the A.A., an increase of over a third compared with the first quarter last year.

Atomic Petrol

THE Esso Research and Engineering company is planning to use a privately owned nuclear reactor—now nearing completion at Columbus, Ohio—in experiments to develop the use of atomic energy in the oil industry. The company has stated that their scientists will investigate the possibilities of producing petrol and other oil products by nuclear energy.

New German Baby Car

EXPERIMENTS are being made by the German N.S.U. motor cycle manufacturers in the development of a small, four-wheel passenger car. No technical details of the vehicle have yet been revealed, except that the engine size will be under one-litre capacity. This new car is not expected to leave the assembly lines until next year.

Speed Limit Scrapped

FOLLOWING representations from the motoring organizations, the Minister of Transport has made an order de-restricting a section of the Tryst Road, Larbert, Stirlingshire. The road in question carries street lighting, but is from 18 to 20ft wide, bounded on either side by open fields, and is straight and level. The roads committee of the Stirling County Council refused to grant repeated requests to de-restrict the road, and the matter was referred to the Minister of Transport. After consideration of the report of a Public Inquiry, the Minister made an order under the Road Traffic Act, 1934, de-restricting the road.

B.M.C. SUCCESSES

SILVERSTONE

DAILY EXPRESS PRODUCTION TOURING CAR RACE

CLASS D (Over 2000 c.c. up to 3000 c.c.)

1st AUSTIN A90 *(Ken Wharton)*

3rd Riley PATHFINDER *(Harold Grace)*

CLASS F (Up to 1500 c.c.)

2nd & 3rd MG MAGNETTE *(Alan Foster)* *(G. Gelberg)*

MILLE MIGLIA

INTERNATIONAL SPORTS CARS 1100 c.c. up to 1500 c.c.

4th **5th** **7th** **MG SERIES M.G.A** *(T. Haig)* *(Mrs. Nancy Mitchell)* *(Sr. Terragnoli)*

INTERNATIONAL SPORTS CARS 2000 c.c. up to 3000 c.c.

2nd AUSTIN-HEALEY *(T. Wisdom)*

Cars of limited price with open Bodywork up to 1½ litre

2nd **3rd** **4th** **MG SERIES M.G.A** *(T. Haig)* *(Mrs. Nancy Mitchell)* *(Sr. Terragnoli)*

OPEN CARS OF LIMITED PRICE OVER 2000 c.c.

2nd AUSTIN-HEALEY *(T. Wisdom)*

FEMININE CREWS 1st MG SERIES M.G.A *(Mrs. Nancy Mitchell)* *(Miss Pat Faichney)*

Subject to official confirmation

THE BRITISH MOTOR CORPORATION LTD

THE BRITISH MOTOR CORPORATION LTD

In between meetings...or out between fields...

When your appointment diary says "Factory, 11.0 . . . Head Office, 12.15" . . . or when your wife says "Just think, if it's fine, we could picnic . . ." that's when you're glad of a swift, capacious car, able to take you all and take you anywhere. *You enjoy both worlds, with a Vauxhall.*

For your Vauxhall—any Vauxhall—is in all circumstances a credit to you. People in other cars look again as you move in beside them at the traffic lights, and admire the colour scheme and wide, curved rear window as you pull away from them. (The Cresta and Velox, particularly, make a very swift departure). When stretches at speed are indicated, you cruise at 60 or 70 with the knowledge that it's probably costing you less per mile than anyone else in sight—less in petrol *and* less in maintenance, thanks to that enduring "square" engine with its chrome-plated piston rings. Even in close-packed traffic or in narrow, winding lanes, Vauxhall manoeuvrability and sureness make driving fun for you.

Five adults, in roomy comfort—six if you like. Lots of luggage space in roomy boot.

There are three of these beautiful saloons to choose from . . . and the pride of them all, the luxuriously fitted 6-cylinder Cresta, costs only £620 (+ P.T. £311.7s). The Velox, the same car with simpler appointments, is £560 (+ P.T. £281.7s). The 4-cylinder Wyvern is £510 (+ P.T. £256.7s). Ring up your Vauxhall Dealer. A demonstration run will prove that the car you'll enjoy is a Vauxhall.

★ ★ ★

Overseas visitors can motor in their own new Vauxhall all the time they're in the U.K., then return it to us for shipment. At no extra cost, we see to all the formalities. Full particulars of the Vauxhall Overseas Visitors Plan from Vauxhall Motors Limited, London Office, 112/114 Wardour Street, London, W.1.

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SHELL All the Winners!

SILVERSTONE

DAILY EXPRESS INTERNATIONAL TROPHY MEETING

Production Touring Car Race
General Classification

1ST JAGUAR
I. BUEB

3RD JAGUAR
J. DUNCAN HAMILTON

4TH JAGUAR
P. FRERE

Up to 1,100 c.c. Class

1ST D.K.W.
A. SCOTT-BROWN

Sports Car Race
Over 3,000 c.c. Class

1ST JAGUAR
R. BERRY

Subject to official confirmation

ALSO USING SHELL WITH ICA

SHELL X-100 MOTOR OIL—THE RIGHT PARTNER FOR SHELL WITH ICA

Autocar ROAD TESTS

No. 1595

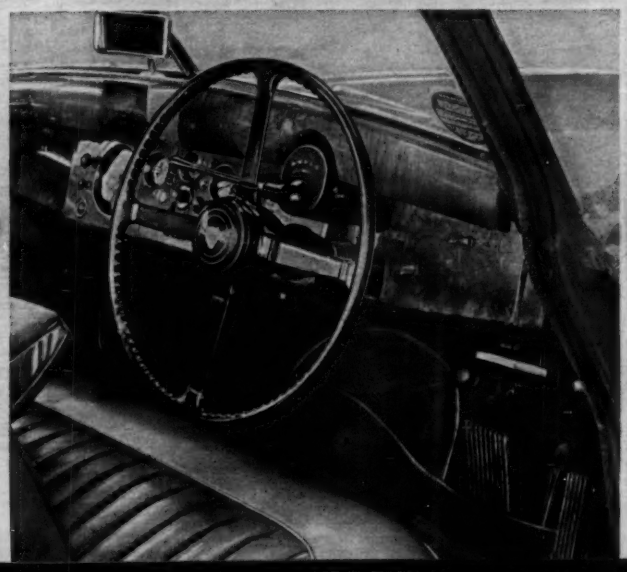
JAGUAR
With Automatic Transmission

THAT the Mark VII Jaguar saloon has been successful from its inception, both as a design and a practical proposition, can be seen from the export figures and also the numbers of the model on the roads of Great Britain.

Extremely popular in the standard form with or without overdrive the car enters a further market with the Borg Warner automatic transmission for use in this country; export models so fitted have been available for some time. It is a happy marriage—the powerful, 190 b.h.p., 3½-litre engine works well with this unit, and the results in town and open road driving are very satisfactory. Gentle and flexible in heavy traffic, the car nevertheless cruises without effort at 80 m.p.h., and reaches 100 m.p.h. when road conditions permit.

It was in October, 1954, that the increase in power output from 160 b.h.p. at 5,200 r.p.m. to 190 b.h.p. at 5,500 r.p.m. was announced, with a corresponding increase in maximum torque. The extra b.h.p. had been obtained by using camshafts with a higher lift, modifying the cylinder head porting to improve the breathing, and adjusting the ignition advance curve to suit the new conditions.

It speaks well for the basic design that the increase in power output has not been obtained at the expense of the smooth running of this world-renowned engine. Fuel consumption averages just under 20 m.p.g. in normal usage.

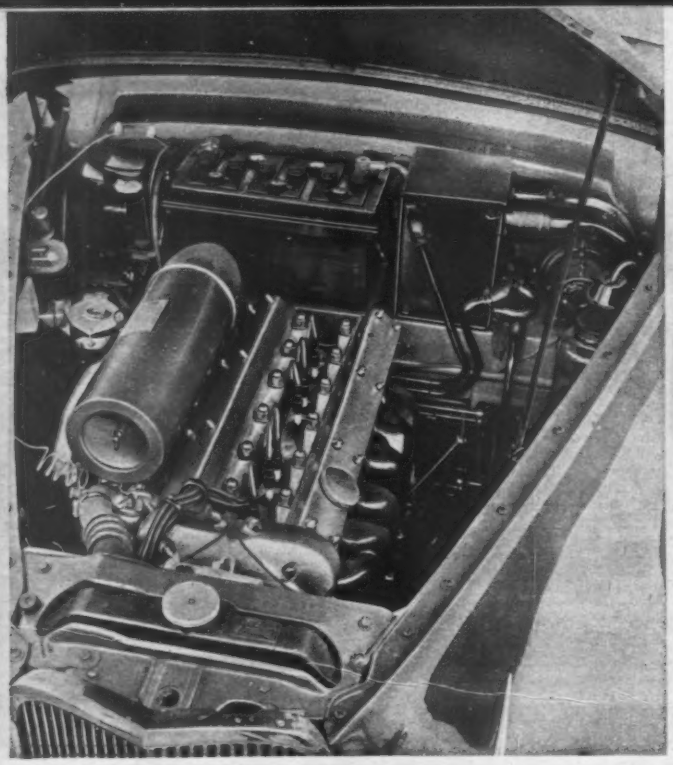


The Borg Warner automatic transmission, as now fitted to the Jaguar, provides three drive ranges—low, intermediate and direct. The transmission consists of a three-element torque converter and an hydraulically controlled, three-speed and reverse, epicyclic gear train. In intermediate, low and reverse, the power is taken through the torque converter, while in direct drive it is transmitted through the flywheel clutch to the output shaft of the gear box. Above the steering column, and easily reached without removing the left hand completely from the steering wheel, is the gear selector lever, which works in a quadrant marked P, N, D, L and R. When the side lights are switched on, the gear position selected is illuminated. It is necessary to select "P" or "N" before the engine starter motor circuit can be completed.

Except when driving in very hilly and mountainous country, or on ice-bound roads, the selector lever can be placed in the "D" position and left there. The lever moves with a faint "click" as it is placed into any one of the five positions. It is necessary to lift the lever against slight spring pressure to select "L" or "R." Now, with the engine running at tick-over speed, only a glance at the oil pressure or rev counter tells the driver that the unit is turning over, and with position "D" selected, all that is required is to release the hand brake and open the throttle.

In "D" the changes from one range to another are dependent on engine load and speed. If the accelerator pedal is held right down, maximum acceleration is available up to the top speed of the car. It will accelerate rapidly in low up to about 40 m.p.h.—equivalent to 5,000 r.p.m. on the rev counter—and then a barely perceptible jerk indicates that intermediate drive has been taken up. This is a most useful range, the driver being able to hold full throttle up to 68 m.p.h., when again the upward change is made, at a rev counter reading of 5,000 r.p.m., into direct drive. By using a more conservative style of take-off, the upward changes take place anywhere between 8 m.p.h. and 40 m.p.h. from low to intermediate, and between approximately 18 m.p.h. and 60 m.p.h. from intermediate to direct. If the car is fully laden and the start from rest is on a gradient, the lower ratios are held for a slightly longer

The transmission control lever and its quadrant fit neatly in the top rail of the facia. The steering column is adjustable for length after loosening the knurled ring. There is a small cubby hole in each side of the facia



Apart from being extremely efficient, the 3½-litre engine is a thing of beauty with its polished cam boxes and plated, domed nuts. The oil level dipstick has a long handle and the oil filler cap is easy to reach

JAGUAR MARK VII . . .

period, but it is never possible to exceed the maximum mentioned in the lowest ratio, except when the selector lever is in "L."

Manual selection of "L" is rarely, if ever, called for in a normal day's motoring, but it is a useful stand-by for assisting the brakes during long and exceptionally steep descents. It should never be selected at speeds exceeding 40 m.p.h., although safety devices are installed in the transmission to prevent damage if this warning is unheeded. In conditions of snow and ice it was on occasions found comforting to keep the car in this virtually emergency ratio.

Downward changes from direct to intermediate are effected by a kickdown switch connected to the throttle linkage. This kickdown change is achieved by depressing the accelerator beyond its normal travel, and intermediate ratio will then be engaged, provided that the Jaguar is not travelling at over approximately 60 m.p.h. Below 45 m.p.h. a downward change from direct to intermediate is obtained by depressing the accelerator to the full throttle position just before "kickdown."

By these two means the driver may select the intermediate ratio at will, and has the satisfactory feeling that control of the car is not entirely in the hands of some mechanical brain. All this can be achieved in almost complete silence; the transmission is very quiet at all speeds, and gear changes in both directions occur without the passengers being aware of anything happening. The driver also finds it necessary to listen consciously for the moment when the changes take place.

With the Mark VII in the thickest traffic, the driver is able to concentrate on manœuvring the car and can take advantage of the minimum amount of room available when parking or carrying out other intricate movements made difficult in city streets. The car will slow down almost to a standstill, and then will accelerate smoothly and silently as required.

One criticism of this type of transmission is that it does not allow a driver to change down in the time-honoured method for fast corners; thus for some it takes away part of the pleasure of driving, that is if one does not regard the car just as a means of getting from A to B but rather as a piece of living mechanism.

There is, of course, some loss in performance with the automatic transmission compared with the conventional system, when acceleration times are considered, but it is not substantial. The previous Mark VII tested had an overdrive, and it weighed practically the same as the automatic transmission Jaguar. With a synchromesh gear box the standing quarter mile was covered in 19.3 sec, against the 19.6 sec of the model under review. From rest to 50 and rest to 80 m.p.h., the former car required 9.9 and 25.7 sec respectively, compared with 10.2 and 26.8 sec for the Borg Warner-equipped car, which has another 30 b.h.p. in hand.

The servo-assisted braking matches the high performance provided by the engine. Stopping the car in an emergency or slowing down normally is accomplished by very light pedal pressures. During brake testing it was noticed that more deceleration appeared to be provided by the rear brakes, and at 40 m.p.h. the car tended to slide to a halt with these wheels locked. When driving fast on the open road the brakes gave every satisfaction. An anti-creep device is built into the brake pipe line which removes the necessity for using the hand brake when halted momentarily on a gradient. This device traps brake fluid at 400 lb per sq in when the car is stationary, and the foot brake has been applied. Slight pressure on the accelerator, or switching off the ignition, releases the fluid and therefore the brakes. Some said they found the action slightly irritating when stopping and restarting continually in London traffic.

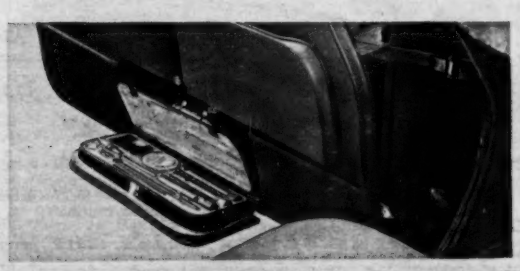
Parking Provision

The Borg Warner-equipped car has a bench-type front seat. The pull-up hand brake lever found on the Mark VII Jaguar which has two separate front seats is replaced by an umbrella-type lever beneath the facia. The brake has an indefinite, spongy feel about it. As an additional safeguard against movement when the car is parked, the gear selector lever can be placed at "P." When this is done, a pawl is mechanically engaged with teeth on the main shaft; an hydraulic interlock prevents engagement of this pawl at speeds in excess of 3 m.p.h.

The Jaguar looks a big car, but its overall dimensions proved no handicap during the Road Test, which embraced all classes of roads and surfaces. And the winner of this year's Monte Carlo Rally demonstrated that a Mark VII can be taken along European highways quicker than many others. Some drivers of the test car found that the driving

Deeply upholstered, leather-covered seats give very good support. They are filled with sponge rubber on spring cases. There is ample foot room beneath the front bench seat; armrests and a high back offer the maximum amount of comfort. Reading lights are recessed in the quarter panels, with a switch on the facia

Large overriders, as demanded by the American market, are fitted at front and rear. Hinged quarter-lights are provided in both front and rear windows. The smart outline results in limited window area and consequent restriction of passenger vision



In each front door there is a neat hinged tool tray and map pocket. The spring-loaded cam and roller which holds the door in the open position works positively and silently

seat provided a lower viewpoint than they wished, owing to the height of the scuttle; those who are taller considered the driving position to be completely satisfactory.

The car handles well. Driven fast with one up and normal tyre pressures, there was a fair amount of noise when cornering. Increasing the pressures above those recommended by the manufacturers for fast driving eliminated embarrassing—and to onlookers, alarming—tyre squeal to a great extent. On damp, greasy surfaces slight oversteer could be provoked by use of the throttle. The big spring-spoked steering wheel is placed at an excellent angle on the adjustable-for-length column, and in spite of 4½ turns from lock to lock, the car can be turned quickly in the average width road.

Both side lamps can be seen from the driving seat, with their red indicator lenses giving the driver a comforting assurance that they are working. The central dividing strip of the windscreen appears unusual these days and the raked screen pillars offer some obstruction. The interior driving mirror, inadequate for its purpose, has its value further reduced because the rear window is shallow. The rev counter on the extreme left of the facia is not easily read by the driver.

The front and rear seats are extremely comfortable, and the back rests are at a good angle. This is the type of seating which makes long journeys a pleasure, especially when road conditions allow the driver to take advantage of the performance available. Wind and road noise is at a commendably low level, and this helps to make the Mark VII Jaguar one of those deceptively fast cars. Passengers are apt suddenly to realize that they are travelling a great deal quicker than they had thought. It was noticed that, on a short section of road, the front passenger commented with surprise on the reading of the speedometer—which is masked to some extent by the gear selector lever—when it was recording 100 m.p.h.

On clear, dry nights, the long beam of the head lights enables maximum speed to be reached if the road permits, although the dipped position gives a rather sharp cut-off. The instruments are illuminated by "black lighting," the source of which is hidden behind the facia top rail; this gives a gentle, violet illumination.

The standard twin, high-pitched horns, though sounding deceptively quiet from within the car, are reported to be adequately penetrating. The flashing indicators are operated by a lever on the steering wheel boss; there is no audible indication that they are working, but a small light flashes on the facia.

The Jaguar has always had a reputation for lavish equipment in relation to the modest total price of the car. The polished veneer of the facia, and door rails, the soft leather covering of the seats and door panels are worthy of a body produced by a specialist coachbuilder. The big doors close well and firmly, and the trigger-type handles do not catch one's knees. One or two passengers complained of draughts, but these were not noticed by the driver; perhaps some of the door sealing on this particular car was faulty.

Sliding Roof

How nice it is to have a sliding roof! This fitting has almost disappeared from quantity production cars. It can give great pleasure when attending race meetings or more especially touring. The one built into the Mark VII is easy to unlock and draw back, and enables the owner to take advantage of a warm day.

Space for small articles and maps is quite adequate; the glove locker on the left of the facia can be locked. A small drawer in the centre of the facia is omitted when a radio is fitted. There is an ash tray in each rear door waist rail, and a third one in the centre of the facia rail. This latter tray is badly placed and too small—some Jaguar owners like cigars. By present-day standards the heating and demisting equipment, which is part of the standard equipment, is not of very great efficiency. Even with the heat controls and blower fan on, a passenger in the front seat was apt to complain in wintry weather, and little or no effect could be felt at the back of the compartment.

The underbonnet layout is particularly efficient and it is one that always brings forth remarks of admiration from the layman. It is quite an achievement to pack this six-cylinder engine with its two carburettors and overhead

A single strut supports the locker lid in the open position. Behind the spare wheel can be seen one of the wing-mounted petrol tanks

JAGUAR MARK VII . . .

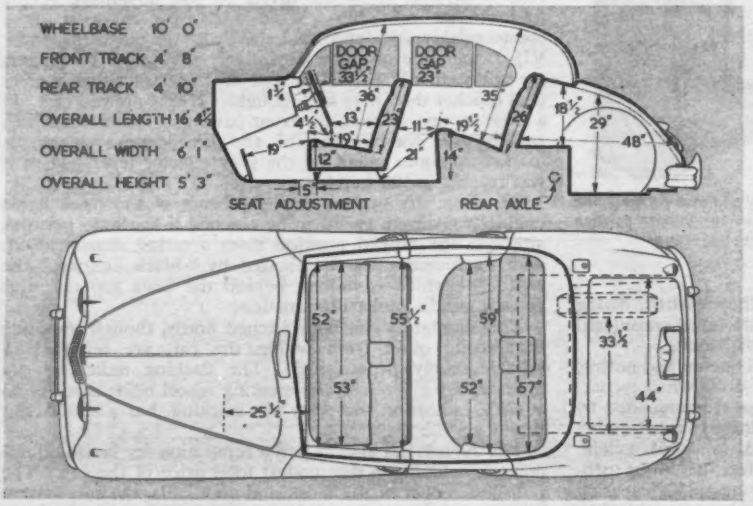
camshafts into a bonnet that is as low as the Mark VII's. Naturally, the available space is well filled, though most of the things that matter are accessible to the handyman owner. For instance, the fuse box can be reached without difficulty. A mirror is a help when checking the level of the electrolyte in the battery and topping up can be eased by the use of one of the special bottles sold for this purpose. There is a very sensible extension to the water system drain tap, with a T-handle near the radiator header tank. The bonnet is supported in the open position by a strut and opening is achieved by pulling the release knob below the right side of the facia. Twenty-three chassis lubrication points require attention every 2,500 miles.

In spite of the spare wheel being carried in the luggage boot, there is a very considerable amount of room for golf clubs and suitcases. The interior of the boot is well finished, two locking handles securing the lid.

The Mark VII Jaguar represents, above all, remarkable value for money. It has a high performance, but goes about its work with an equally high degree of mechanical refinement. The standard of finish and range of equipment place it firmly in the luxury class, despite a moderate cost price. These factors alone are sufficient to make the Jaguar a very desirable property, but it has in addition that elusive and indefinable feel of the thoroughbred about every part of its mechanism, which is a characteristic shared by a very limited number of the world's cars.

With an automatic transmission the Jaguar inevitably appeals to a much wider public in foreign markets, where such installations have become so commonplace that they are the rule rather than the exception.

JAGUAR with automatic transmission



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, *Gear Ratios and Time in sec.

M.P.H.	Direct	Intermediate	Low
10—30	—	4.5	3.96
20—40	—	5.7	4.71
30—50	6.91	6.4	—
40—60	7.85	6.9	—
50—70	9.31	—	—
60—80	13.85	—	—

* Gear Ratios: Direct 4.27 to 1, intermediate 6.14-13.2 to 1, low 9.86-21.2 to 1.

From rest through gears to:

M.P.H.	Sec.
30	4.8
50	10.1
60	14.3
70	19.3
80	26.8
90	38.6

Standing quarter mile, 19.7 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Direct (mean)	100.1	161.1
(best)	103.0	165.8
Intermediate	18—68	29.0—109.4
Low	0—39	0—62.8

TRACTIVE RESISTANCE: 31.2 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Direct	237	1 in 9.4
Intermediate	317	1 in 7.0

BRAKES:

Efficiency	Pedal Pressure (lb)
71 per cent	50
64 per cent	40
62 per cent	20

FUEL CONSUMPTION:
18.5 m.p.g. overall for 782 miles (15.27 litres per 100 km.).
Approximate normal range 17-23 m.p.g. (16.6-12.3 litres per 100 km.).
Fuel, first grade.

WEATHER: overcast, side wind; dry concrete surface.
Air temperature 45 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 1, 1954.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	100	106
True speed:	13	21	30	39	49	59	69	77	87	97	103

DATA

PRICE (basic), with saloon body, **£1,268.**
British purchase tax, **£635 7s.**
Total (in Great Britain), **£1,903 7s.**
Extras: Radio **£45 10s 7d.**

ENGINE: Capacity: 3,442 c.c. (210 cu in).
Number of cylinders: 6.
Bore and stroke: 83 × 106 mm (3.27 × 4.17in).
Valve gear: twin overhead camshaft.
Compression ratio: 8 to 1.
B.H.P.: 190 at 5,500 r.p.m. (B.H.P. per ton laden 98.4).
Torque: 203 lb ft at 3,000 r.p.m.
M.P.H. per 1,000 r.p.m. in direct gear, 19.35.

WEIGHT (with 5 gals fuel): 35 cwt (3,941 lb).
Weight distribution (per cent): F, 52.7; R, 47.3.
Laden as tested: 38½ cwt (4,321 lb).
Lb per c.c. (laden): 1.25.

BRAKES: Type: F, two trailing shoes; R, leading and trailing.
Method of operation: F, hydraulic/servo; R, hydraulic/servo.
Drum dimensions: F, 12in diameter; 2¼in wide. R, 12in diameter; 2½in wide.
Lining area: F, 80 sq in. R, 100 sq. in (93.3 sq in per ton laden).

TYRES: 6.70—16in.
Pressures (lb per sq in): F, 23; R, 25 (normal). F, 29; R, 31 (for fast driving).

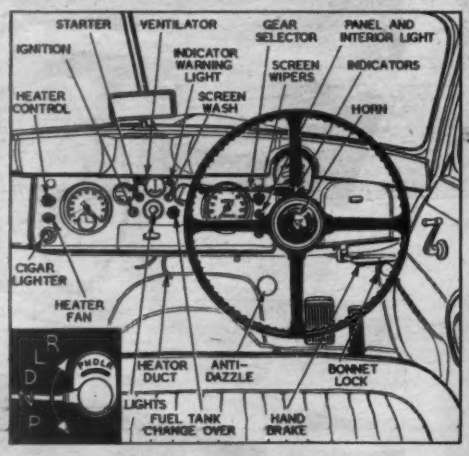
TANK CAPACITY: 17 Imperial gallons (two tanks, 9 gals in right-hand tank).
Oil sump, 19 pints.
Cooling system, 22 pints.

TURNING CIRCLE: 36ft (L and R).
Steering wheel turns (lock to lock): 4½.

DIMENSIONS: Wheelbase: 10ft.
Track: F, 4ft 8in; R, 4ft 10in.
Length (overall): 16ft 4½in.
Height: 5ft 3in.
Width: 6ft 1in.
Ground clearance: 7½in.
Frontal area: 25 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 64 ampere-hour battery.
Head lights: Double dip; 60-36 watt bulbs.

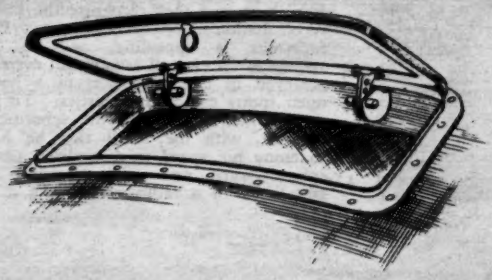
SUSPENSION: Front, independent; torsion bars and wishbones. Rear, half-elliptic leaf springs. Anti-roll bar position, front.



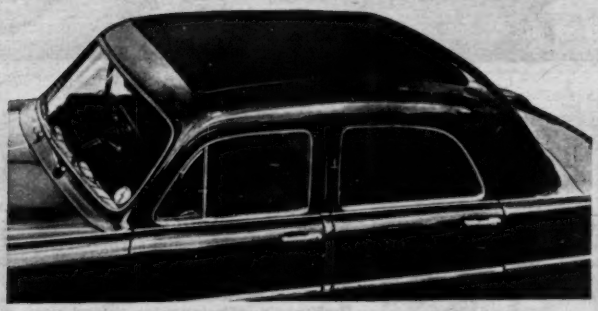
Out In the Mid-day Sun

Fittings for Summer Motoring

(Review on page 544)

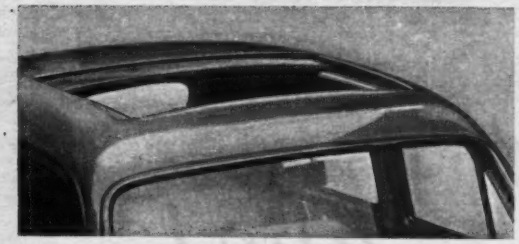


A roof ventilator by Weathershields. The coaming and seal ensure that it is watertight when closed

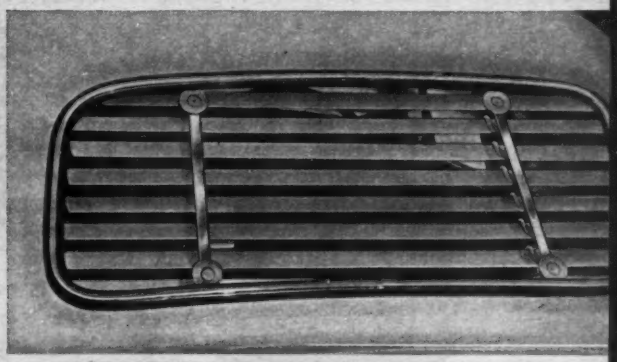


The Webasto opening roof for saloon conversion is a familiar thing on German cars. It became available in Britain last year, and can be fitted to any model. Below: A new K-L full-width screen vizor in transparent plastic

Transparent tinted strip for tall windscreens has been introduced by C.U.D. It is self-adhesive



A Weathershields sliding panel roof fitted to the Ford Zephyr



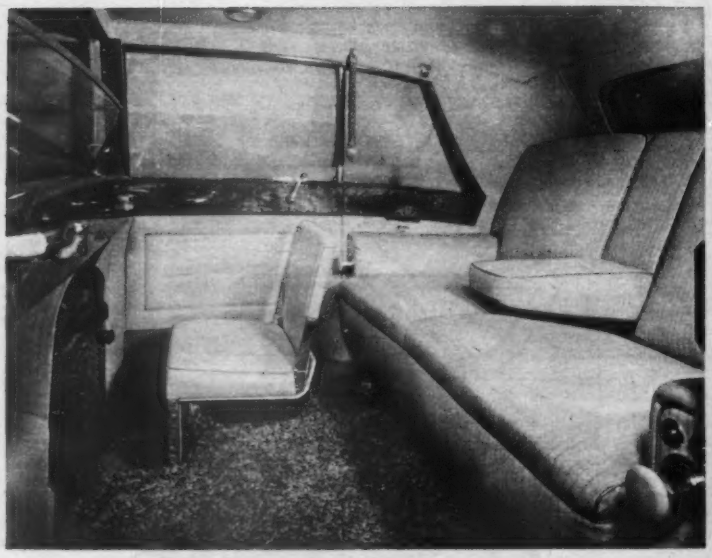
Top: A Venetian blind for rear windows, by Rolson. It is adjustable. The gloves: Dent Allcroft gloves have cut-away backs. Asco, with leather palms, have string backs for some designs

BRITISH tradition is responsible for many good things. One of them is a taste for fine furnishing, carried out in quality materials, and another the ability to satisfy that taste, even in motor cars, where there is a distinct conflict between the forward march of speed and the conservative restfulness of tradition.

Men of taste the world over are appreciative of British successes in quality car furnishing, and they recognize the skilful reconciliation of opposite interests. Performance is appealing, and to the youngster it is all-satisfying, even if achieved in the discomfort of a harsh open sports car of the 'thirties. To the mature man a touch of the sybaritic is pleasant, with the result that he likes to enjoy his speed in a civilized atmosphere—warm and quiet, in which he can listen to a radio programme if he

In the BEST TRADITION

THE BRITISH LUXURY CAR OFFERS MUCH MORE THAN TRANSPORT



A selection of rear interiors: at the top is the beautifully brocaded rear seat of the Hooper-built Daimler exhibited at the Show in 1951. Padded door panels employ the same material and the exquisite grain of the woodwork provides a perfect foil. The centre picture shows a cloth-upholstered straight eight by Hooper, in which a stylish neatness has been achieved without losing anything of the air of luxury. On the left is the somewhat severely styled rear of a Rolls-Royce, plain seats being set off by pleated squabs, carrying a considerable head bolster. A thick floor rug does more than its share in increasing the comfort and luxury

desires. The answer lies in the British quality car.

Many countries have tried to produce something similar to the products of the great coachbuilders and manufacturers of British luxury vehicles; only rarely have they succeeded, and it is interesting to speculate as to where the reason lies. Perhaps it is because an island race in an inhospitable climate is bound to spend a great deal of its time indoors, and grows to look on its home as a refuge from the external unpleasantness. As a consequence, a great deal of care is lavished on British interiors, so that British architects and furniture makers have acquired a wonderful reputation through the centuries. Nash, the Adam brothers, Hepplewhite and Chippendale (and Hooper and Mulliner) are renowned the world over and the very best type of British traditional furnishing is the most comfortable in the world.

It is this comfort that has come via the coach to the car. Fine woods, Connolly leather and beautiful cloths are combined into something restful and essentially flattering to its occupants. Moreover the flattery is such that it does not seem to

lead to conceit or an overweening pride of possession, both of which are undesirable human traits.

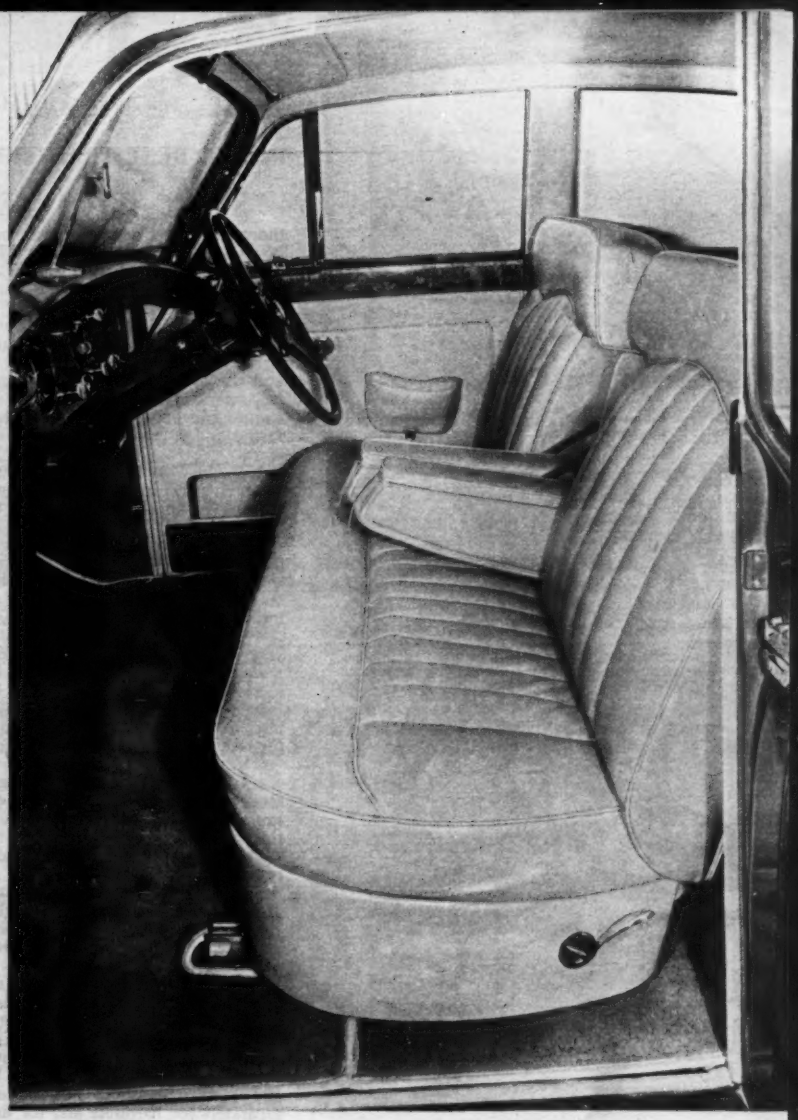
It would be invidious to mention countries whose car interiors pander to the less reputable characteristics of human nature, but it is quite easy to think of them. It is also interesting to consider how climate conflicts with artistic tradition in this respect. Comparison between England and Italy illustrates this exactly. The Italians produce external car styling creations that are, on the whole, some distance ahead of British conceptions. These cars have elegant interiors, but only rarely do those interiors convey the sensation of warmth and comfort that the quality British interior inspires, though within the less elegant body shape that comes from a race lacking classical artistic heritage.

Almost certainly the hot climate of the Mediterranean spells the difference. In the fierce heat of summer your Italian prefers a hard stone bench underneath the oleanders to a soft and sumptuous leather armchair within four walls.

No one would pretend that fine wood interiors are ideal for tropical or rough country use. The tropical white ant, amongst other termites, is too appreciative of the taste of figured walnut, while the corrugated dirt track will, after a time, ruin beautifully precise joinery. And if your shopping expedition is a 300-mile jaunt through the bush to the railhead once every month, with supplies to be brought back in sacks, then the quality car, British or otherwise, is not the best mount.

But the vast majority of the world's population does not live in the outback or bush. It lives in cities or in their environs and its motoring is mostly done on reasonably surfaced roads amongst the increasing traffic of civilization. The resident of New York, Cape Town, Montevideo and Melbourne is just as subject to the frustrations of congestion as is the Glaswegian ship-owner heading up from Clydebank for Sauchiehall Street.

If he has seen the last of forty; if he is wise about his blood pressure and in conserving his mental energy, he will reduce that frustration as far as his means allow. And for his probably considerable daily mileage he can be recommended to try the quality car as one of the means to that desirable end.



Owner-driver's ménage in the Rolls-Royce Silver Cloud or Bentley S. Each half of the deep seat squab is independently adjustable and the folding centre arm-rests move with the squab. Instruments are in black and white on a panel of figured walnut, matched by the door cappings. To the left are the six separate seats of a Daimler straight eight sports saloon by Freestone and Webb, the interior of which is a model of restrained elegance. This very large car afforded the coachbuilder a great deal of scope

But the subtle appeal of the quality car does not lie only with the interior furnishings. A great deal of care is lavished by the manufacturers of such cars on the engine itself, power being sacrificed in a way which would appear prodigal to the racing man, for the sake of smoothness and silence and the flexibility that is necessary to produce these qualities.

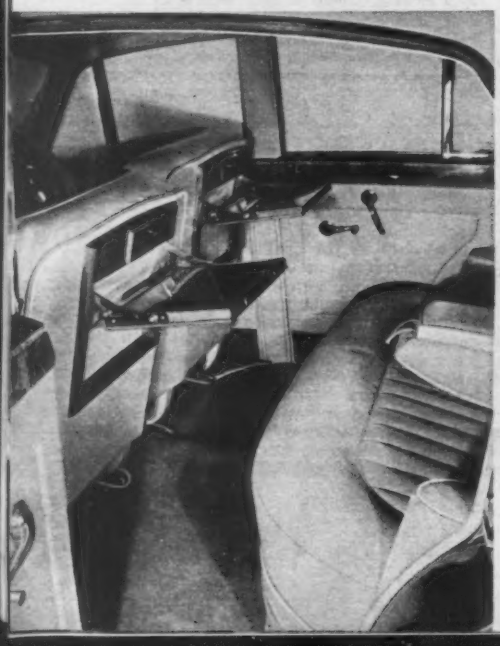
Intake and exhaust silencing is

IN THE BEST TRADITION . . .

Foot-rests in an Austin Princess, another thoughtful detail that impresses the owner

The tradition of plain instruments extends to most quality cars. Rover's are mounted on a straight-across polished wood facia

Below: Mealtimes on the road for the luxury car owner can mean sitting up to polished picnic tables in a seclusion and comfort which parallels that of the home



thorough, compression ratios are held down lower than they need be for pure performance, and an extra weight of sound-deadening materials is carried by the vehicle. Thus the Jaguar XK140 fixed-head coupé, which is essentially a performance quality car, is available with an off-top compression ratio of 8 to 1, and the sybarite who does not need the full performance from Mr. Heynes' engine can stay content with this ratio, to the added enjoyment of his low-speed travel.

Not all sound-deadening is extra weight. In some cases, notably on Rovers, rubber bushes have replaced metal bearings, with a saving both of weight and on the transmission of road noises.

The quality engine is essentially a six, an inherently smoother method of turning a crankshaft than a four-cylinder, and the quality engine is usually and very cunningly given a smart finish, the manufacturer being well aware that the motorist who gets a sensuous pleasure from real leather and figured walnut also likes a coined finish and polished armour for under-bonnet hose and ducting.

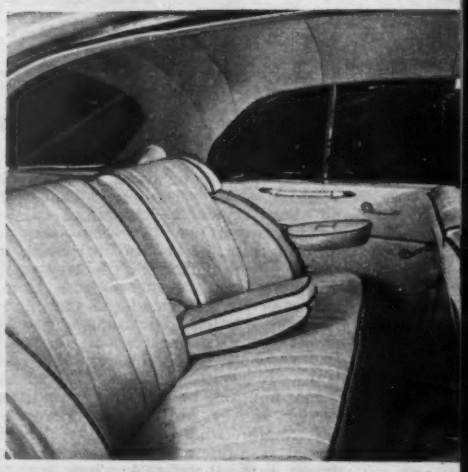
The whole of a quality car, in fact, shares in this policy of indulging the moneyed owner, and one of the excellent examples of this comprehensive cossetting comes from Bristol, where the very expensive 2-litre car is produced almost regardless of anything except pleasing the customer. The following exposition gives some idea of the scope of the work.

Each vehicle is built up individually, inspected and tested as a single unit. The manufacturers will not let the finished product be driven away until they are confident that it will not be sent home again for bad behaviour—at least on any counts over which Bristols have control.

The car division is lucky in that it inherits the precision habits of aircraft building, and each part of the car is inspected separately for hardness and for flaws; not only engine components, but also gear box, back axle and the important suspension and steering components. Suspension, incidentally, is independent front with transverse springs, and torsion bar rear, and this, together with the steering, sports an unusual number of ball-joint assemblies, each of which must, when tested, conform to a certain standard—the "witness" left by the marking blue has to cover at least 90 per cent of the theoretical bearing area, or the assembly will not be accepted.

Careful attention is given to the balance of engine, flywheel and every rotating component of any size. Connecting rods are gathered into sets, and the weight, including big and little ends, is allowed a tolerance of no more than two drams—a twopenny-halfpenny stamp covers the transmission inland of a letter weighing sixteen times this figure. Bolts, nuts and other threaded parts are inspected with a profilometer to aircraft standards.

Construction of the complete vehicle begins with a skeleton of body frame and luggage locker. To this structure are added the steel basis of the bodywork, and the framing of laminated wood for the upper part of the body. As in aircraft production, a complete jig is used in each stage of building. The front and rear assemblies are made up of aluminium panelling, and are fitted so that the two meet at the foot of the windscreen pillar in a lap joint—unfastened to allow freedom for the small amount of play necessary to prevent cracking at this vulnerable point. Then the doors are hung, and the hardware added: door locks and handles, window frames and so on.



Sports luxury—a Bristol 405 back seat

That is as far as building goes before the shell is ready for painting. It is in the finish that a Bristol car betrays to the spectator a high-class origin, and this is no surprise when one learns that no fewer than 16 coats of paint go to make the lustre; the coachwork craftsmen of the good old days considered 17 coats good measure, and the excellence of their work is to be seen in present-day survivals of old coaches.

The first stage is to de-grease the surfaces to be painted, and treat them with a deoxidizing agent, for it is the oxidation of light alloys which is, at the same time, their virtue in providing a lasting unpainted finish and their drawback in presenting an inhospitable film to the paint brush. The agent is then washed away, leaving a phosphate surface which gives a strong permanent "key" to prevent flaking later on. Next comes oven drying of the body and application of the primer. Processes follow and repeat each other: stopper and brushed filler coats are applied, dried and rubbed down, then the cellulose, which is allowed to harden; spraying and inspection continue. When nearly 14 working days have passed in this sandwich fashion, the car is considered ready for final assembly.

Now it is the turn of the trimmers. Seat comfort is not left to chance, for design of squab and cushion are the result of scientific study made with anatomical needs in mind, in a vehicle made to go at high speeds on winding roads. Foam rubber and good leather add to the visible and invisible luxury; hide is used even for the piping, which undergoes hard wear and often grows shabby first. Pockets are hand-sewn, and door pulls herringbone-stitched.

More proof of the thought which goes into this individual production is evident in the cushion pleats, which have the fold outwards because passengers tend to drop on to the seat when entering the car but to slide off it when leaving.

Assembly has ended, and road testing begins. A long-distance trial, in which full working temperatures are held for some time, can be relied on to reveal any faults, which are remedied and a second test run made to ensure that the treatment has been successful. This procedure can be repeated as often as necessary. During the road tests, slave (or substitute) seats and floor covering are used. After they have been replaced by the new ones a final test run is made, and a cleaned and polished Bristol waits to be delivered.

The scene of desolation after the hurricane had passed

ON FOREIGN SERVICE

Overseas Readers Recount Their Adventures

HUSKY IN A HURRICANE

THIS is the story of a little British car and of how it saved the belongings—and maybe the lives—of dozens of families in one of the worst West Indian hurricanes of the century. The Husky is a British car and just now our cars seem to be rather under fire from critics at home and abroad. This story redresses the balance a little.

Codrington College, which nestles on a hillside overlooking the blue Caribbean on the north-east coast of Barbados, has been a place of Christian education on the island for more than 200 years. The Community of the Resurrection was invited to operate it as a theological college. So it was that five of us left Britain for Barbados. The car was waiting for us when we arrived.

Back home we had heard two things about Barbados: it was quite flat, and it hardly ever had a hurricane.

On arrival, however, we found nothing but hills, and five days later Hurricane "Janet" hit us. We were asleep on our sixth night when the telephone rang at 3.45 a.m. Over a crackling line I was given an official warning that a hurricane was approaching and that we should make the College and the Priory, which are strongly built of stone and slightly sheltered by a hill, ready as a shelter for refugees.

We secured all the windows and doors, battening down the double shutters. By breakfast it was beginning to rain and blow as if it really meant business, and people began streaming in to us. About 9.15 the tempest really hit us. Sheets of rain and a screaming wind which reached speeds of 115 m.p.h. embraced the shuttered house, tearing away the electricity and telephone posts and plunging us into darkness.

There were still many families trapped by the wind in their flimsy and dangerous huts, and now the Husky, hardly run in, came into its own. In this maelstrom of howling winds, falling trees and complete darkness, the Coventry-made J 29 became a sort of lifeboat. I found that a four-seater Husky is capable of carrying nine people and goodness knows how many bundles.

Our most exciting trip took place halfway through the morning. I set out to rescue a sick old woman from her shack on a cliff top. The road was blocked, so we were forced to take a cart-track through a plantation.

At the end of the track it seemed impossible to go farther and still stand a chance of returning, so my companion set out to walk the remaining 200 yards and bring the old lady back. I waited for ten minutes but there was no sign of him—only the wind and the darkness. I forced open the door and set off after him, but the wind was so strong that I could make no headway at all, and I reasoned that it would have been impossible to have carried the old lady to the car.

I struggled back and drove towards the cottage. I made it, but when I got out I was blown clean over. My spectacles were whipped away and the Husky's windscreen wipers were gone, too. I crawled to the cottage on my hands and knees.

Inside, I found the flimsy structure crammed with

A wash and brush-up for the Husky when the sun shone again

On Foreign Service . . .

people, including crippled grandma in her nightdress. It seemed as if the house would take to the air any minute and us with it, so we did the only possible thing—dragged the old lady to the car and bundled her in like a sack of spuds. She was very brave, although the operation must have been terrifying.

Everyone else climbed into the car through the only door we could open, on the leeside. I did not think for one moment that we should be able to regain the track but I reasoned that the car would be safer than the house. Our weight would hold it down.

Forlornly, I decided to try and slipped into first gear. The result was amazing. At the height of the hurricane, with nine people aboard and on sodden, rough ground, this little car drove away as calmly as if on a shopping trip in Bond Street. Only once did J29 hesitate—when we turned the corner and ran head on into the full force of the wind.

Throughout the week J29 worked her wheels to the rims and I had to drive her to death—as I thought. We were quite prepared to write her off completely as hurricane damage, but we had underestimated this little British car. Apart from lost wipers and a strained door the Husky cleaned up as good as new.

If only some of the critics of British cars had been with me in the Husky on the night of the hurricane. . . .

THE REV. ANSELM GENDERS.

BASUTOLAND GREMLIN

DRIVING south out of Maseru the mountains lie away to the left, mysterious and inviting, range upon range. Helen has spent most of her life in Africa and had always longed to climb these mountains before returning to England. We had waited as long as our programme allowed for the road to dry; as the track, in parts, is of earth it is impassable when wet.

From time to time we met Basuto horsemen, erect of bearing and handsome in their multi-coloured blankets, riding into Maseru, singly or in small parties, to shop or to gossip. The southern road is rough and bad even by African standards, making it necessary to slow down frequently to negotiate small watercourses or *sluits* across it. Through the trees (there are few trees in Basutoland), and across the long bridge over the Caledon River, we took a left turn off the main road, labelled "Mountain Road and Roma."

Now we were facing the mountains and on our way. For the next six miles we saw no habitations, but some native maize fields on our left showed that they could not be too far away. Later we passed a native store, with a windmill and stables. Half a mile farther, on an upward slope, the car coughed and died.

"Something has always intervened to prevent me from seeing these mountains," Helen said in a tremulous voice. "Don't worry" I replied, "it will soon be fixed."

Diagnosis was rapid—no spark. I quickly got out a bulb and screwdriver to check the coil. The input side of the coil showed a bright light—the other side nothing. Again and again I tested it to make sure. Then we walked down to the native store to see if we could phone for a spare. No phone, we were told; the nearest was at Roma Mission, six miles forward, or six miles back at the Caledon River mill, and it was most unlikely that any vehicle would come past that day. Finally the storekeeper offered to lend me a pony.

Twenty minutes later the animal was brought in from the remote spot at which it had been tethered. In colour a sickly roan, it had a resentful look in its eye. It was saddled and I mounted and rode off towards Maseru, leaving Helen to cope with the children and guard the derelict car. The animal had a strange triple gait to which I couldn't rise, and which jerked my internal organs into disorder. Then I was overtaken by a couple of Basuto nobles who were travelling at a more useful speed, to which my animal was persuaded to adjust its progress.

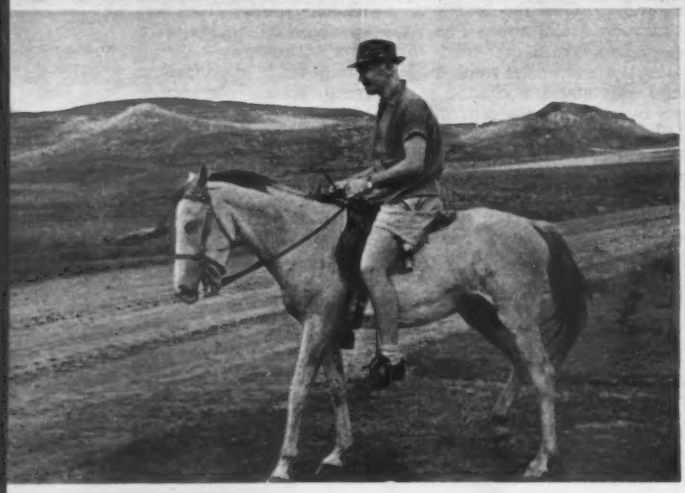
Basuto in finery, complete with an outstanding example of spring millinery

When they drew level they greeted me courteously in Sesuto, to which I responded "Good morning." One of them then addressed me at length in Sesuto, to which I could only reply, "I am sorry, I cannot speak your language." Followed a further discourse in Sesuto, with the same response on my part. Then I tried a few remarks which they plainly could not understand, so we all rode on in silence. Once we met some native women on foot (only the men, who in this well-ordered society are still masters of their fate, ride) and an amused chatter developed between them and my escorts, of which I was doubtless the subject.

"Not good horse," one of the men said, as they prepared to give me a lead over a bridge.

After some time we reached a mill but the foreman said that his telephone was dead. He added that the stores phone would be dead also, as it was on the same line, but I walked across to make sure. Then I found myself standing among the derelict lorries with a coil in my hand while the native owner of the dump, who resembled a stage pirate in appearance and a real one in other respects, assured me that it was a 12-volt coil and that it worked. On neither point was I convinced, but he was adamant, and he promised to come to our rescue if we did not report on our way through.

The pony performed with more verve on his way home,



The author's "one horse-power" vehicle

The Wolseley makes a dusty way through the stony hills

and I returned him to the native storekeeper with many thanks, and a question as to my debt to him.

"It is for you to decide," he said. Then, after an interval, "think deeply—remember that I also gave you the useful advice—think deeply." I rapidly handed him ten shillings in case the moral price should be further advanced.

The "new" coil would not work, although it became very hot in its efforts to do so. At this point a lorry roared up, followed by the usual cloud of dust, on its way from the Road Camp to Maseru, and gave me a lift back to the pirate's dump. Various spares were collected from derelict vehicles and one of the lorries was fuelled and persuaded to start; off we rattled. As we drove along I became increasingly anxious, thinking of the damage they might do to the car and regretting that I had allowed myself to fall into their hands. Eureka! An approaching dustcloud was Helen on tow behind a tourist's car which must have gone up the Mountain Road ahead of us. I ransomed myself from the pirate and joined the tow to Maseru.

Next day, after telegraphing our next host for a day's grace, and equipped with a new coil, we left on our second attempt to see the mountains, the car bumping along on the ghastly surface and the engine purring gently; past the native store, up the slope—she coughed and stopped dead! Only a gremlin could so taunt us. I checked and cleaned the points and she started.

Two miles later she coughed twice and died again. "Sticking points," I said, taking them apart to ensure a cure. Again she started and we made another mile before she died once more on an upward slope.

Helen realized that I needed solitude and climbed an adjacent hill. Disheartened, disillusioned and without hope of succour in this lonely waste of hills, I took the top off the contact breaker and looked at it seeking inspiration; I looked and—*what could that be?*—a foreign screw lying loose in the bottom of the gadget!

I stripped it and removed the offender, which had been shaken into a position in which it rolled against the terminal of the wire from the coil on an occasional upward slope, shorting the wire. The last time the Wolseley had received garage attention was 5,000 miles earlier in England, since when she had climbed numbers of passes and been on many rough roads. Possibly the screw had been there since she was new—54,000 miles ago.

With the gremlin exorcized we could go on with confidence. The first pass, "Bushman's," twists and writhes up to its *nek* at 7,500 feet, when you find yourself looking over a wide basin towards the yet higher range of the central massif. Up this the old bridle-path takes its almost vertical zig-zag and the new road winds its way, while the silver streaks of mountain waterfalls show themselves in many places.

The mountainside was dotted with beautiful red gladioli and graceful dieramas. At one point we stopped so that Helen could examine a gladiolus bloom; one of a party of native women cutting hat grass fifty yards away called out and, picking a bunch of these lovely flowers, came over and presented it to her with a gracious gesture.

The native name for the second pass means "God help us!"—how appropriate! It is a stiff and tortuous climb to a height of 8,500 feet, but what a reward there is in the exhilaration of being among the mountain tops, which stretch ahead in succession for sixty miles until, beyond one's range of vision, they fall in the rugged escarpments of the Drakensberg to the foothills in Natal.

ROLAND SANDEMAN.

TO ARGENTINA, TOO

THEY told me I was crazy, and that really decided me to go—11,000 miles down the spine of America from New York to Buenos Aires in a four-seater British car. It was February in New York, and the snow was lying quite deep in Central Park. My wife and I had been away from our native Argentina for six years.

Our Husky's route lay through 13 countries, across the jungles of mid-America, over the Andes and near the utmost extremes of climate.

It was smooth sailing down the eastern seaboard of the United States, across to New Orleans and west again through Texas to Laredo. Mexico, also, provided no obstacles, until, tired and dusty, we reached the Guatemala border. Here we were told that the river bed which formed the only road had been flooded, and that the country was infested with bandits, so we decided to load the Husky on to the railway until the road re-emerged from the jungle.

But that turned out to be a nightmare journey, too. Throughout the years the wheels of that freight car had lost their pristine roundness, and it was like travelling on some bone-shaking device at Coney Island. We rode in the Husky, with the dual object of watching over our belongings and making the ride as comfortable as we could.

Under our own steam again we cruised through Guatemala, El Salvador, Nicaragua and Costa Rica. A few miles south of San José de Costa Rica, the road just ceased to exist. Between us and the Panamanian border was a wall of jungle, so we were forced to drive down to the coast at Puerto Limón. This procedure was repeated at Panama City and then we shipped to Buenaventura. From that lovely sounding city we drove along tortuous tracks to the university city of Cali. in Colombia, and thence over the Ecuadorian border to Quito, which lies at 9,500ft above sea level and is approached by terrifying hairpin bends.

Down the mountains to Guayaquil, where once more the road disappeared and the car had to be loaded on a train as far as Cuenca. From here the three of us—the Husky was a friend by now, not just a piece of machinery—set off on the loneliest part of the journey, to Lima and then through barren Peru south to Chile. At times the track could hardly be picked out from the forests. We often had to sleep in the car, and I defy even the bravest city dweller to be perfectly happy sitting in a car at 1 a.m., surrounded for miles by only dripping trees and the noises of the night.

In Lima we rested awhile before setting out for Arequipa, Arica and Santiago de Chile. From there we started the arduous ascent of the Andes, making for the pass known as the Cristo de los Andes. We reached the top in a blinding snowstorm, but had no trouble at all from the car.

It was a wonderful way of entering our homeland again. The pass was the gateway to Argentina and we rolled down to Mendoza on a wave of emotion and happiness.

We had made the trip in two calendar months exactly and petrol consumption was in the region of an amazing 35 m.p.g.

PETER C. SACCAGGIO.

On arrival at Buenos Aires

On Foreign Service . . .

OTHER WAYS THAN OURS

WHY *must* the taxi driver steer with one hand only, and use the other to clean his ears, pat the car roof or just cradle his head? Because he is a Sikh, an Indian, and he hasn't the same ideas as you have about the need of both hands being on the wheel for safety purposes. He is going to round this corner on the wrong side, and at speed? Yes, I fancy he is, and your clutching the seat with both hands and holding your breath is not going to worry or deter him. This is the Far East, remember, not the Home Counties—and we do things differently out here.

Singapore is the Clapham Junction of the East—the great port where the shipping of three continents comes to anchor; the city of a million people, over 800,000 Chinese.

Drivers in Singapore have a number of maxims unknown and unacceptable at home. Abbreviated, they run something like this:

To change gear on a hill is to lose face; it is better to attack it at full speed, and then slide ungracefully and dangerously backwards. This axiom is held to most firmly by the Chinese driver, to whom the question of face is of primary importance.

If you see an accident don't stop—put your foot on the accelerator and get away quick before you are caught as a witness. Such an outlook is, of course, neither approved nor countenanced by authority, but it stems from the Asians' deep fear of committing oneself to a definite statement, and perhaps being blackmailed for it afterwards.

Find the top speed of your car and keep to it—You have paid for a car that can do this maximum speed, so why get less than your money's worth? This naturally has its bearing on the grimly high accident rate of the city. Only recently has the traffic control stamped down the habit of "L" drivers carrying not merely a passenger but every possible passenger in their cars.

Add the trimmings of wolf-howl sirens, plastic birds attached to the window glass by suction cups, dolls hanging from the roof on ribbons, fat cushions to fill the rear windows, plus long-handled feather dusters to keep the seats clean (fondant pink feathers, for pink is the tint of rejoicing and success, and the car owner thinks himself entitled to claim both) and you will see why we motor differently.

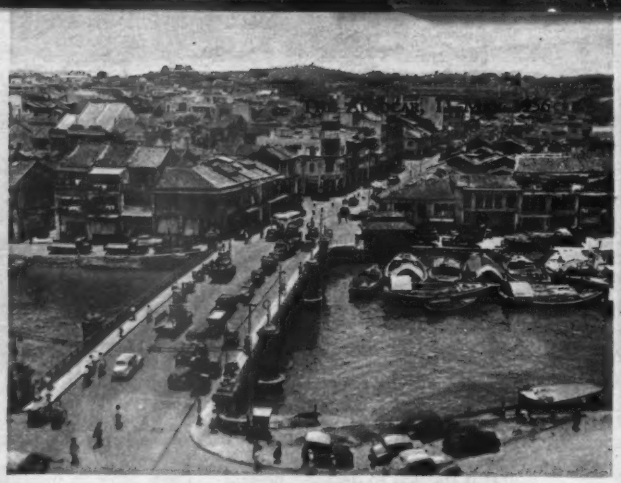
The population is mainly made up of Chinese, Indian and Malay. Few of the Malays are in the car-owning class, and I have yet to see an Indian woman driver, but the young Chinese girl, in horn-rimmed glasses, her hair tied back in a scarf and her little jacket suit tucked well in, is a fast and enthusiastic motorist, whether she is at the wheel of a tenth-hand vintage crock, or one of the huge glossy American super-models in which the dollar-millionaires delight.

Syces (chauffeurs) are Malay or Boyanese, taxi drivers are all sorts—venerable Malays in dirty velvet songkoks, thin wiry Chinese and a large number of turbanned Sikhs, their fan beards and long hair giving the older men the appearance of an oriental Santa Claus. Some speak English, some do not . . . or rather not until the taxi runs into something or you argue about the fare, when they become suddenly voluble.

The introduction of meters caused much ill-feeling, since up till then both fare and driver had employed a lengthy argument (based on certain well-known and not-to-be-departed-from rules) as to the exact distance involved, the nicety or otherwise of the passenger, the question as to whether it was a festival occasion—Hindu, Muslim or Taoist—and so on. It was felt that bleak acceptance of a figure run up by a machine deprived both sides of a legitimate and enjoyable exercise.

Then there are the rules about parking and traffic lights. Beating the traffic lights is in the nature of a parlour game, and, regrettably, European drivers are some of the worst offenders. During the Occupation the Japanese employed internees in building traffic islands which reduced some of the traffic hazards, but disregard of parking regulations is common. Parking on the pavement is an offence within the city area, but it is a very usual sight to see a big limousine and a couple of vans parked on the sidewalk, with the drivers either asleep in their seats, or squatting on their heels nearby relishing a nourishing snack of steamed squid or of sweet-and-sour fish, from one of the cycling quick-lunch counters.

Car porches are adequate in the high temperatures of the tropics



Singapore traffic bottle-necked over a river bridge

Of course the motorist is not the only offender—we have jay-walkers in abundance. Mostly they are elderly Chinese matrons, who dash into the road, stop dead at the sight of the approaching wave of cars, and then either run backwards or drop all their shopping baskets. Since the shopping baskets may well contain live ducks or fowls, and since you may also find the old lady one of the dwindling fragment who have bound feet, and therefore fall over if hurried, you can imagine the chaos.

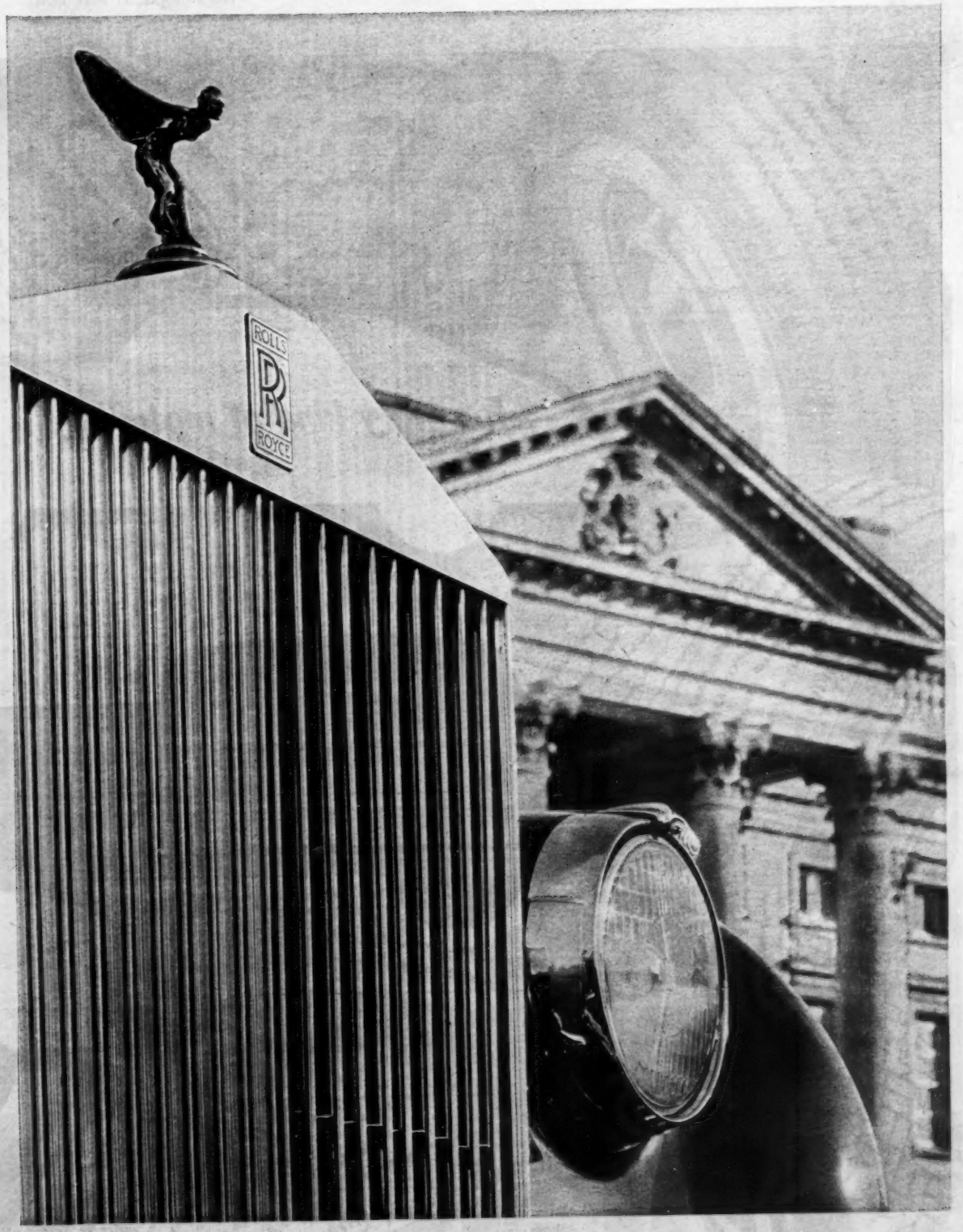
There are the trisha drivers—the cycle rickshaws—who pedal wildly in and out of the traffic lanes. They manœuvre a flimsy sidecar, which nominally takes two passengers, but is frequently used for freight, laundry, and the like, and since their pace is slower than the cars they are both a danger and a nuisance.

And there are the cyclists. The height of ambition of every boy and youth is to own a racing cycle, and one in an "auspicious" colour, that is to say red or yellow, with detachable fringed plaid seat covers, a siren, a duck-billed visor cap (they are Japanese and quite hideous) and a clip-on water bottle—a necessity in a tropical climate. Like everyone else, he goes at top speed, and little boys who think themselves cleverer than lorry drivers are common to all races. . . . The traffic control H.Q. has a collection of ghastly photographs which illustrate this fallacy.

A closed garage is out of the question in the climate. We use car porches, American style, instead—a roof without walls. If you want to close them you have falling metal grilles. Most houses and all business firms keep a jaga—an Indian watchman whose job it is to look out for thieves, and who arrives at sunset carrying a heavy wooden staff and a string bedstead. Just how much time he spends awake is anybody's guess.

But whatever the disadvantages, we all motor . . . we must, to get about at all. I have driven over African dirt tracks with native boys, along the *autobahnen* where the German drivers' craving for speed almost equals the Asian, in Portuguese taxis (worth an article to themselves) and up and down the dreary rock tracks of Aden where the camels lie down in front of you and refuse to move. One day I shall turn my back on Singapore, to the realization of a dream which concerns the Sussex roads, their tarred surfaces glistening under that soft persistent rain which is so different from the battering tropical downpour . . . and myself in an aged raincoat, at the wheel of a veteran car, cherished vehicle whose age and achievements I am rightly proud of. I shall be watching still older cars as they grind their way past me on the road to Brighton, and picking the winner as they pass. I look forward to the day when that dream becomes a reality.

C. B. ACWORTH



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M.G. A

BRITISH CARS for the World

Aceca

FOR every enthusiast (to use the term in its motor sporting sense), there are several hundred ordinary keen motorists, and as many more to whom a car is a mobile but spiritless machine, of no interest except in its ability to provide dependable transportation from place to place. With these thoughts in mind (and with a small sigh of regret over the third group of owners) we have prepared a "little review" of British cars, discussing them briefly model by model, in the twelve pages which follow.

For the ordinary buyer, considerations usually hinge upon the accommodation required and the performance desired. But both have to be related to the price that he or she can afford to pay for the vehicle, and keep on paying to run it.

We have, on this occasion, arranged our review according to capacity—of engines below and above two litres and of seating for less than four, four, or more than four passengers. Makes and models having been so divided, it is for the reader to decide which represents the best value for money. Consumption and speed are, where possible, quoted from Autocar *Road Tests.*

up to 2,000 c.c.

Less than 4 seats . . .

A.C.

A.C. Cars, Ltd., Thames Ditton, Surrey.

ACE AND ACECA. Among the best-looking of the modern production sports cars, the A.C. neither falls into the category of the cheaper quantity-produced sporting machinery, nor can it be classed as one of the ultra-high-performance cars in the top price bracket. It provides for those who appreciate such things as outstanding handling qualities, a very high standard of finish and interior appointments, and a good all-round performance.

The A.C. 2-litre engine, with which both Ace and the Aceca are normally fitted, has undergone many years of steady development. With extensive use of light alloys and a fair degree of tune, the latest six-cylinder, long stroke unit gives the car an effortless performance. The Bristol 2-litre engine, which is now available for the open two-seater sports Ace, with an increase in power of almost 33 per cent, has put the car among the fastest 2-litres in current production. See also under four-seaters.

Ace two-seater overall length 12ft 7½in, overall width 4ft 11½in, engine capacity 1,991 c.c. (121.5 cu in) (Bristol 1,971 c.c., 120.3 cu in). Representative speed and fuel consumption 108 m.p.h. and 25 m.p.g. U.K. list price £1,100. U.K. total price (including tax) £1,651 7s.

Aceca coupé, overall length 12ft 9¼in, overall width 5ft 1in. U.K. list price £1,375. U.K. total price (including tax) £2,063 17s.

FRAZER NASH

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

The enthusiast who is suitably endowed with worldly goods has five models of these beautifully made sports cars from which to choose, and furthermore his individual needs will readily be met by the equally enthusiastic manufacturers, for these cars are hand built.

At the head of the Frazer Nash firm are the two brothers Aldington, "H. J." and "Bill," who are well known throughout the sporting world and who have nurtured the Frazer Nash sports cars from their chain-driven days onwards.

All F.N.s use the famous Bristol 2-litre six-cylinder engine, which when supplied in its most potent form develops 140 b.h.p. at 5,750 r.p.m. Chassis are of simple tubular construction, front suspension is by wishbones and leaf spring, and at the rear either a De Dion axle (at extra cost) or a positively located live axle, with springing by torsion bars, is available to choice. Road holding, and steering by rack and pinion, are of a very high order indeed.

Both open and closed two-seater bodies, notable for the quality of their construction and finish, can be fitted, ranging from the Targa Florio Fast Roadster to the Le Mans fixed-head coupé.

Overall length 12ft 6in, overall width 4ft 9in, engine capacity 1,971 c.c. (120.28 cu in). Fuel consumption range 18-24 m.p.g., road test speed 110 m.p.h. (Targa Florio Fast Roadster).

U.K. list prices: Targa Florio Fast Roadster £1,650, total price (incl. tax) £2,476 7s; Turismo coupé £2,150, total £3,226 7s; Targa Florio Gran Sport £2,250, total £3,376 7s; Le Mans coupé £2,450, total £3,676 7s; Sebring 2-seater £2,250, total £3,376 7s.

H.R.G.

H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-Pass, Tolworth, Surrey.

One of the last manufacturers to forsake the traditional style of sports car, the H.R.G. company is now producing in small numbers an aerodynamic two-seater in the modern, all-enveloping style. Independent suspension is used all round, the medium being unusually wide transverse leaf springs which also serve to locate the wheels fore-and-aft. An ingenious linkage is fitted at the front which, in the unlikely event of the main leaf breaking at the eyes, ensures that the steering geometry is not affected.

The power unit is basically Singer 1,500 c.c., with the H.R.G. twin-o.h.c. conversion and a special crankshaft.

Wheelbase 8ft, widest track 4ft. Engine capacity 1,496 c.c. (91.5 cu in).

U.K. list price £895. U.K. total price (including tax) £1,343 17s.

LOTUS

Lotus Engineering Co., 7, Tottenham Lane, Hornsey, London, N.8.

Few people realized, when Colin Chapman produced his first trials car in 1947, that its successors would develop into some of the most formidable 1,500 c.c. sports-racing cars in the world. From the early 750 c.c. Mark III (which, during its active career was never once beaten in competition) up to the current 1,500 c.c. Climax-engined Lotus Eleven, the output of cars has steadily increased and the demand for these successful models now outstrips the production capabilities of the works at Hornsey.

The current car is available as a Le Mans,

BRITISH CARS up to 2,000 c.c.

Less than 4 seats . . .

club or sports model, with full road equipment. In Le Mans form disc brakes are fitted, together with a de Dion rear axle, wrap-round windscreen and head fairing. Both this and the club model have the Coventry-Climax engine in either 1,100 or 1,500 c.c. form. The less expensive sports car has a 1,172 c.c. Ford engine and gear box, with a full-width curved windscreen. In these three varieties, the new Lotus cars cater for the requirements of all enthusiasts.

Overall length 11ft 2in, overall width 5ft.

U.K. list price: Le Mans '75 £1,330, Le Mans 83 £1,395, Club £1,060, Sports £850; U.K. total price (incl. tax): Le Mans 75 £1,996 7s, Le Mans 83 £2,093 17s, Club £1,591 7s, Sports £1,276 7s.

M.G.

M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire.

M.G. A M.G.s achieved outstanding successes before the last war with their Midget and Magnette models and the latest A series car—a product of the British Motor Corporation—is likely to prove a worthy successor. It is an open sports 2-seater with a sleek and shapely appearance, and full weather protection is provided by detachable side-screens and a hood which folds out of sight when not in use. Some luggage space is available in the boot, in which the spare wheel is housed. Cockpit layout is excellent; the seats are separate and gear change is by a short, central, remote-control lever. A fly-off handbrake lies between the seats.

The 1½-litre four-cylinder push-rod overhead valve engine develops 68 b.h.p. at 5,500 r.p.m. and endows the car with a maximum speed of nearly 100 m.p.h. when the hood and screens are erected, while 70 m.p.h. is obtainable in third gear and acceleration is very good. Brakes are in keeping with the high performance of the car. Centre-lock wire wheels, available as an optional extra, give increased brake cooling.

In *The Autocar* road test of this car, road holding was praised and the rack and pinion steering provided accurate cornering and a turning circle of only 28ft.

Further extra equipment available includes heater, radio, white-wall tyres, lower axle ratio, twin horns, external luggage carrier, fog lamp, tonneau cover, radiator blind, wheel embellishers and telescopic steering column. For those who wish to increase still further the performance for competition work, both information and the necessary parts are available from the factory.

Overall length 13ft 6in, overall width 4ft 10in, engine capacity 1,489 c.c. (90.88 cu in). Road Test data. Fuel consumption range 25-36 m.p.g., top speed 98 m.p.h.

U.K. list price £640, U.K. total price (incl. tax) £961 7s.

MORGAN

Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcestershire.

4/4 One of the oldest established of the small-production specialist manufacturers in this country is the Morgan Company, of Malvern, who have been famous for their three-wheeled cycle cars since before the first world war. The first four-wheeled Morgans appeared in 1936, and since then they have been fitted with a number of different engines. Cheapest in the present range is the 4/4 series II, which is powered by the 1,172 c.c. side-valve Ford engine. Weighing just over 12½ cwt, it should have a lively performance, but has not yet been road-tested by *The Autocar*. It is the cheapest sporting two-seater on the British market, and shares the same chassis layout and design as its more expensive counterparts.

PLUS 4 The Plus 4 has a choice of either the Standard Vanguard or Triumph TR engines, both being of the same size and design; but the Triumph engine is tuned to give 90 b.h.p. and in this form the Morgan is capable of nearly 100 m.p.h.

Road-holding, steering and brakes are fully in keeping with this agility, and it is worth remembering that the sliding pillar independent front suspension fitted to these cars has been a feature of Morgans for well over 40 years. One of the most significant advantages of light weight—for which all the range is noteworthy—is the very moderate fuel consumption, even at high maintained cruising speeds. For those with a taste for fresh air, but who like to shut themselves away from the elements during the winter months, the very smart drop head coupé is well worth considering.

Length: 12ft, width 4ft 8in; engine capacity (4/4) 1,172 c.c. (71.55 cu in); (Vanguard) 2,088 c.c. (127.6 cu in); (TR) 1,991 c.c. (122 cu in). Fuel consumption range (TR) 26-33 m.p.g., (Vanguard) 22-26 m.p.g. Road test maximum speed (TR) 96.3 m.p.h., (Vanguard) 85.5 m.p.h.

U.K. list price: 4/4 series II £450, U.K. total price (incl. tax) £676 17s. U.K. list price: Plus 4 2-seater (Vanguard) £580, U.K. total price (incl. tax) £871 7s. U.K. list price: Plus 4 2-seater (TR) £595; U.K. total price (incl. tax) £893 17s. U.K. list price, Drop head coupé (Vanguard): £610, U.K. total (incl. tax) £916 7s. U.K. list price (TR): £640, U.K. total (incl. tax) £961 7s.

TRIUMPH

Triumph Motor Co. (1945), Ltd., Coventry.

TR2 and 3 Sure recipe for performance with economy is a high power-to-weight ratio together with a high axle ratio, and this combination is to be found in the TR3.

The 2-litre, 4-cylinder engine is developed from the well-tried Vanguard unit, and has a raised compression ratio, modified camshaft and valve gear and twin S.U. carburettors. Power output is 96 b.h.p. at 4,800 r.p.m., and the close-ratio four-speed synchromesh gear box has a central remote control.

Wishbone and coil spring front suspension has widely spaced upper ball-joint and lower screwed trunnion, and Girling telescopic dampers are used. Rear suspension is by semi-elliptic leaf springs, and road-holding is of a high order.

The compact and businesslike body has bucket seats, and full weather protection can be quickly erected when required. There is considerable space for luggage in the wide boot, below which the spare wheel is housed in a separate compartment. This model can be supplied with a small bench seat behind the front ones to provide occasional accommodation. Optional extra equipment includes overdrive, heater, and centre-lock wire wheels. A hard top model is also available.

Overall length 12ft 7in, overall width 4ft 7½in, engine capacity 1,991 c.c. (122 cu in).

Representative speed and fuel consumption, 106 m.p.h. and 28-38 m.p.g.

U.K. list price £650, U.K. total price (incl. tax) £976 7s.

Occasional 4, & 4 seats:

AUSTIN

The Austin Motor Co., Ltd., Longbridge, Birmingham.

A.30 SEVEN This smallest car of the Austin range is one of Britain's leading four-seater "baby" cars. It is powered by a lively and efficient engine, which provides the car with a versatile performance.

Two bodies are available, with either two or four doors, and in the case of the two-door model the front seats fold forward to provide access to the rear compartment. The A.30 has a four-speed gear box controlled by a central change lever, and a 12-volt electrical circuit is used. The luggage locker is commendably large for a car of this size; the spare wheel stands vertically on the left side of the compartment.

Internally the car is well appointed; the instruments are centrally placed in a group above a roomy parcels shelf which runs the full width of the car. Instrumentation, however, is limited to the provision of a speedometer, mileometer and fuel gauge. Oil and ignition warning lights are included.

Small wheels are fitted to the A.30, but the comfort of the ride is assisted by the use of moderately soft independent front suspension, by coil springs. Variations in the load carried by the car do not have an unwelcome effect on the riding characteristics. Powerful hydraulically operated brakes are fitted.

Length: 11ft 4½in. Width: 4ft 7½in. Engine capacity 800 c.c. (48.8 cu in). Fuel consumption range: 40-45 m.p.g. Road Test maximum speed: 61.6 m.p.h.

U.K. list price £360, U.K. total price (including tax) £541 7s; A30 four-door: U.K. list price £381 10s, U.K. total price (including tax) £573 12s.

FORD

Ford Motor Co., Ltd., Dagenham, Essex.

POPULAR Few British cars have continued so long in almost unaltered production as this economical Dagenham design. A direct result of this is that long ago the original tooling costs of the body and chassis construction have been written off. Consequently, and in view of the simplicity of the design, it is not surprising that the Popular is Britain's cheapest four-wheel, four-seater car. It is exceptionally roomy for its size.

The Popular has two doors, and the bucket-type front seats fold forward to assist access to the rear seat. Only the bare essentials are to be found on the facia, and such items as direction indicators are not provided. However, all essential equipment is fitted, and the car has a single windscreen wiper; the three-speed gear box has a centrally placed control lever.

The simple and reliable Ford "ten" engine, with four cylinders and side valves, gives the car plenty of performance. The suspension is by single transverse springs and solid axles at front and rear. The ride is a little hard by modern standards, but coupled with the rugged construction of the car it ensures that almost any kind of road surface can be tackled. Rod-operated brakes are fitted, and are quite adequate for the requirements of this type of car.

The lid of the luggage locker is hinged at the bottom so that an appreciable carrying space is available when it is open. The spare wheel lies on the floor of the luggage locker.

Length: 12ft 7½in, width 4ft 6½in. Engine capacity 1,172 c.c. (71.55 cu in). Fuel consumption range 32-40 m.p.g. Road Test maximum speed: 58.5 m.p.h.

U.K. list price £275, U.K. total price (including tax) £415 17s.

ANGLIA Just before last year's motor show, a new de luxe version of the Ford Anglia was announced, and this incorporated a number of improvements. At the same time the de luxe Anglia retained several features which are not now fitted to the basic model. The external differences between the two cars are few, and more noticeable changes are to be found in the interior treatment. The mechanical specification of the two Anglia models is identical.

The body is integrally constructed, and is suspended at the front by the pillar type of independent coil spring unit which is also fitted to the Consul and Zephyr. The Anglia is still powered by a side-valve engine, but the unit is lively and gives the car an unusually pleasing performance. The quality of the interior furnishing is good, with a roomy parcels shelf, and washable moulded rubber on the floor.

The three-speed gear box control and pull-up handbrake lever are centrally placed, and all controls give the impression that considerable thought has gone into the interior design. The Anglia has two doors, and separate front seats which can be folded forward.

This car represents a good approach to the problem of providing adequate space and comfortable transport for four people in conjunction with satisfactory fuel consumption. The Anglia does, in fact, provide quite generous accommodation, and the luggage locker, which houses the spare wheel, is roomy.

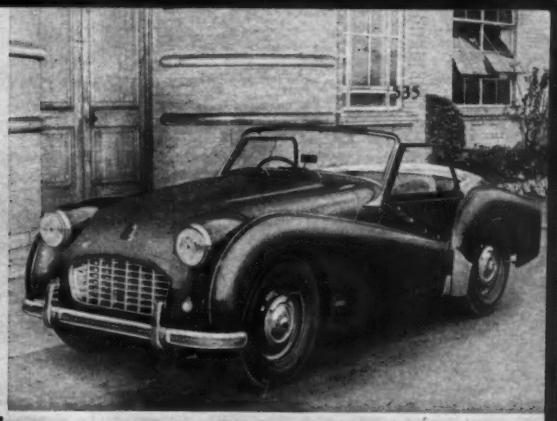
Length: 12ft 7½in. Width: 5ft. Engine capacity 1,172 c.c. (71.55 cu in). Fuel consumption range: 30-40 m.p.g. Road Test maximum speed: 67.7 m.p.h.

U.K. list price £360, U.K. total price (including tax) £541 7s; Anglia de luxe £382, U.K. total price (including tax) £574 7s.

PREFECT For motorists who are keen on buying a Ford Anglia, and yet would prefer to have a car with four doors, the answer is the Ford Prefect, which is really a special de luxe Anglia. The Prefect, like the Anglia, is available in two versions—standard and de luxe.

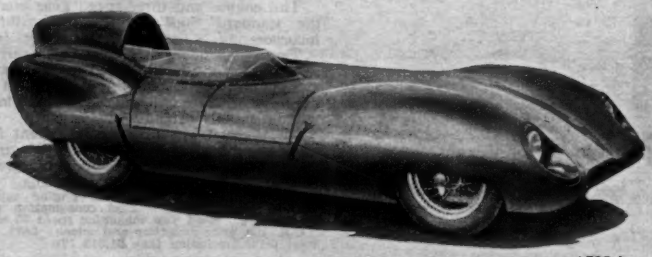
The radiator grille and the treatment of the head and side lights in a chromium surround, readily distinguish the Prefect from the Anglia. There are other minor differ-

Morgan 4/4 Series II



Triumph TR3

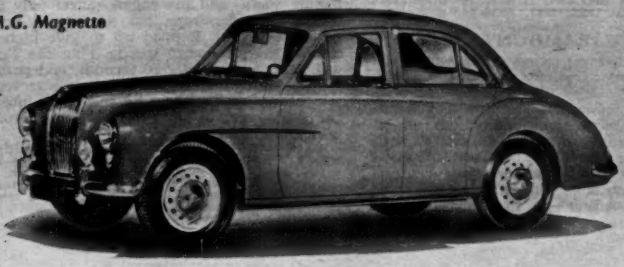
Hillman Minx



1500 Lotus

Frazer-Nash Sebring and Le Mans coupé

M.G. Magnette



ences between the two cars, and such features as twin vizors, pendant door pulls, two rear ashtrays, twin tone horns, and an interior light qualify the de luxe version of the Prefect from its basic counterpart.

On the Prefect, as on the Anglia, the windscreen wipers are suction-operated, and winking indicators are fitted; there is no starting handle.

Length 12ft 7½in, width 5ft. Engine capacity 1,172 c.c. (71.55 cu in). Fuel consumption range 30-40 m.p.g. Road Test maximum speed: 67.7 m.p.h. U.K. list price £395, U.K. total price (including tax) £593 17s. Prefect de luxe, £420, U.K. total price (including tax) £631 7s.

HILLMAN

Hillman Motor Car Co., Ltd., Ryton-on-Dunsmoor, Nr. Coventry.

MINX In the Hillman Minx an excellent compromise has been achieved between the need for ample comfort and accommodation, coupled with good performance, and a modest thirst for fuel. On the road the Minx is a lively performer, and the two bench seats provide generous accommodation for four people.

The car has centrally located instruments above a roomy parcels shelf. The gear-change of the four-speed gear box is located on the steering column, and there is a horn rim on the steering wheel. There is no trip mileometer. The luggage locker is roomy, and the spare wheel is housed in a separate compartment.

A de luxe version is identified by a chromium rubbing strip which is extended from the head lights right round the body. A choice of two-tone colour schemes is included in the cost of the de luxe version. Upholstery colours are also available to match the scheme chosen for the bodywork.

Two other body styles available on the Minx chassis are the Californian, hardtop and convertible. In the Californian, very good all-round visibility is provided, together with saloon car comfort. The hood of the convertible model can be folded away or fixed in the intermediate coupé de ville position. Both these versions of the Hillman Minx have two doors.

Length 13ft 3½in, width 5ft 3½in. Engine capacity 1,390 c.c. (84.75 cu. in.). Fuel consumption range 31-42 m.p.g. Road Test maximum speed 73.1 m.p.h.

U.K. list price: Minx Special £470, de luxe £495, Convertible £540, Californian £550; U.K. total price (including tax): Special £706 7s. De luxe £743 17s. Convertible £811 7s. Californian £828 7s.

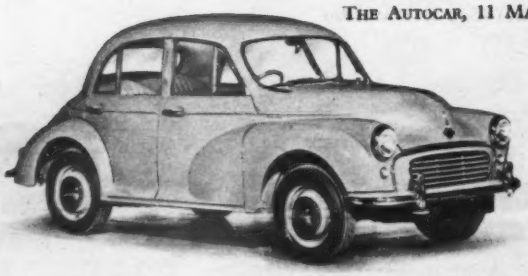
M.G.

M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire.

MAGNETTE This is among Britain's best 1½-litre saloons. At a total price in the United Kingdom of just over £1,000, the

Ford Anglia

Standard 10



Morris Minor

BRITISH CARS up to 2,000 c.c.

Sunbeam Rapier

Bristol 405

Occasional 4, & 4 seats . . .

purchaser obtains a sturdily built car with very high standards of steering, braking and road-holding, together with a roomy, four-seater saloon body in which the refinement is bordering on luxury.

The engine is an efficient four-cylinder unit with twin S.U. carburettors. In the Magnette it has to work hard to provide the acceleration and hill climbing expected of such a car, but it is low geared and does, in fact, give the car a lively performance.

Bucket seats are fitted in the front, and the handbrake and gear lever are centrally placed. Steering is by direct rack and pinion, and the front independent suspension is by the conventional system of coil springs with wishbones and links.

Length 14ft 1in. width 5ft 3in. Engine capacity 1,489 c.c. (90.79 cu in). Fuel consumption range 24-32 m.p.g. Road Test maximum speed 79.5 m.p.h.

U.K. list price £695, U.K. total price (including tax) £1,040 17s.

MORRIS

Morris Motors, Ltd., Cowley, Oxford.

MINOR This car, one of the world's outstanding small car designs, is extremely compact and yet has generous accommodation for four people. It shares with the A.30 the Austin overhead valve 800 c.c. engine.

The Minor has a four-speed gear box controlled by a central lever. There is a large luggage locker with a wooden tray covering the spare wheel and toolkit compartment. The rear seat back can be folded forward to provide "through" luggage space.

The Minor has handling qualities which are almost unrivalled in the small car class, and these combine with excellent steering by rack and pinion, and good brakes with two-leading shoes at the front, to make the Minor a very stable car in which the full performance can be used with confidence and safety.

The Minor is available with either two or four doors, and in each case a de luxe version of the car is offered, providing additional refinement in detail fittings. There is also a tourer version with fixed glass sidescreens; the hood can be folded back and enclosed in a detachable tonneau envelope. The Minor tourer is also offered in de luxe form.

Length 12ft 4in, width 5ft 1in. Engine capacity 800 c.c. (49 cu in), fuel consumption range 36-40 m.p.g. Road Test maximum speed 62 m.p.h.

U.K. list price: Minor 2-door £401, 2-door de luxe £418, Minor 4-door £425, 4-door de luxe £445, Tourer £401, Tourer de luxe £418. U.K. total price (including tax): Minor 2-door £602 17s, 2-door de luxe £628 7s, Minor 4-door £638 17s, 4-door de luxe £668 17s, Tourer £602 17s, Tourer de luxe £628 7s.

MORGAN

(See also under 2-seaters.)

PLUS 4 The Morgan range includes an open sporting 4-seater in the traditional style beloved of open-air fanatics since motoring began. This more commodious model shares with the 2-seaters in the range a particularly comfortable and safe driving position, and a full range of instruments including a rev. counter.

U.K. list price: 4-seater (Vanguard) £580, U.K. total (incl. tax) £875 7s, U.K. list price (TR) £610, U.K. total (incl. tax), £916 7s.

PARAMOUNT

Paramount Cars (Leighton Buzzard), Ltd., Camden Wharf, Linslade, Leighton Buzzard, Bedfordshire.

The Paramount has an attractive hand-made body, panelled in aluminium on an ash frame, and mounted on the chassis with extensive use of rubber washers to assist sound damping. The car seats four comfortably, and is available with either a convertible hood—the Roadster—or fixed hardtop. It has two doors with folding front seats, and comprehensive instrumentation on the facia.

The engine and three-speed gear box are the standard Ford Consul units, though incorporating a central gear-change lever.

Two independent fuel tanks, each carrying 7½ gallons, are housed behind the front wheel arches, and this enables the design of the car to incorporate quite a large luggage locker without unduly extending its length.

An unusual system of independent front suspension is used involving a single transverse leaf spring and wishbone; this gives a comfortable ride and good roadholding.

Length 14ft, width 5ft 6in. Engine capacity 1,508 c.c. (92 cu in). Fuel consumption range 25-29 m.p.g. Road Test maximum speed 70 m.p.h.

U.K. list price (roadster and saloon) £675, U.K. total price (including tax) £1,013 17s.

STANDARD

The Standard Motor Co., Ltd., Coventry.

EIGHT The basic purpose of the four-door Standard Eight is to carry four adults in very reasonable comfort for a modest outlay in both first cost and running expenses. Although a little Spartan in decoration and equipment by British conventions, its mechanical specification and road performance are in no sense meagre. Powered by a long-lived and robust little o.h.v. engine of 803 c.c., it has an especially pleasing gear box which has endeared it to the sporting fraternity.

Brakes, steering and general roadworthiness are all in keeping, and this Eight is as happy to be driven fast over long distances as to play second string to a more opulent machine, and be thus confined to short trips and shopping expeditions. A de luxe version is also listed.

Length 11ft 10in, width 4ft 10in. Engine capacity: 948 c.c. (57.8 cu in). Fuel consumption range, 40-48 m.p.g. Road Test maximum speed: 62.5 m.p.h.

U.K. list price £369, U.K. total price (incl. tax) £554 17s. Super Eight U.K. list price £405, U.K. total price (incl. tax) £608 17s.

TEN It was Stirling Moss who first decided to put a Standard Ten engine in the lighter and simpler Eight frame, and this has now become a production model—the Family Ten. This has the same equipment as the Family Eight, and the engine differs only in internal cylinder bore, but the overall gear ratios have been stepped up to give higher cruising and maximum speeds. Thus the Ten will reach 50 in under 20 seconds, and peaks a little short of 70 m.p.h. The de luxe version has an external boot lid and better internal trim, as well as other internal and external portents of its higher cost.

Length 12ft 1in. width 4ft 10in. Engine capacity: 803 c.c. (49 cu in). Fuel consumption range: 35-40 m.p.g. Road Test maximum speed 66.3 m.p.h.

U.K. list price £409, U.K. total price (incl. tax) £614 7s; Super Ten U.K. list price £430, U.K. total price (incl. tax) £646 7s.

The safest fast sports car in the world!

ACE and ACECA

give a new experience in motoring.
Smooth power concentrated in a compact chassis of advanced design.
Here's a car that takes bends, curves and corners without protest with the foot kept down.
That maintains high average speeds by its safe, positive handling and instant response on the winding and congested present-day roads.

ACE

with A.C. Engine	£1,100	0	0
Purchase Tax	551	7	0
	£1,651	7	0
with Bristol Engine	£1,308	0	0
Purchase Tax	655	7	0
	£1,963	7	0

ACECA

with A.C. Engine	£1,375	0	0
Purchase Tax	688	17	0
	£2,063	17	0
with Bristol Engine	£1,585	0	0
Purchase Tax	793	17	0
	£2,378	17	0

A. C. CARS LIMITED, THAMES DITTON, SURREY. Tel: Emberbrook 5621. Telegraphic Address: "Autocarrier, Thames Ditton"

Cleveland Discol, the Alcohol blend, will be remembered by pre-war motorists as outstandingly the best petrol of them all

Now Cleveland's premium grade—improved by the latest refining developments—will be marketed under this famous old name. The new Cleveland Discol is a worthy successor to its illustrious predecessor. It is a blend of the world's Best Petrol with Alcohol.

CLEVELAND DISCOL IS IN A CLASS BY ITSELF
ALL MOTORISTS SIMPLY MUST TEST IT!

CLEVELAND DISCOL

***WITH* ALCOHOL**

CLEVELAND is the trade mark name of Cleveland Petroleum Company Limited and 'DISCOL' is the trade mark name of The Distillers Company Limited.

BRITISH CARS up to 2,000 c.c.

Occasional 4, & 4 seats . . .

SUNBEAM

Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, Coventry.

RAPIER One of the most attractive of sports saloons is the new Rapier. It is a roomy four-seater with a hardtop body style in which the rear window is well wrapped round. The pillars are slim, and outward visibility is excellent.

The car is powered by an overhead-valve, four-cylinder engine based on the Hillman Minx unit, and an impressive performance is obtained from the car by the use of slightly lower gear ratios in conjunction with the Laycock de Normanville overdrive, which is standard equipment.

The Rapier has attractive interior styling, and a comprehensive range of instruments. The body is finished in pleasant two-tone colours, which are separated by a chromium rubbing strip.

Length 13ft 3¼in, width 5ft 1in, engine capacity 1,390 c.c. (85 cu in). Fuel consumption range 27-40 m.p.g. Road Test maximum speed 85 m.p.h.

U.K. list price £695, U.K. total price (incl. tax) £1,043 17s.

WOLSELEY

Wolseley Motors, Ltd., Cowley, Oxford.

FOUR FORTY-FOUR There is a section of the public which buys Wolseleys year after year for their special virtues of durability and good finish, and the Four Forty-Four is a true follower of those traditions. Here the emphasis is not on performance—although this is well up to the average British motorist's needs—but on good taste and comprehensive equipment. Thus the interior is furnished with fine quality hide trim and an abundance of polished woodwork. The bodywork is compact and well proportioned, with a low roof line and sharply raked windscreen.

The 1½-litre pushrod o.h.v. engine is a reliable and smooth unit which has been in production for a number of years, and the Wolseley can be cruised all day at 60 m.p.h. and over. Road-holding and steering are well above average, and an energetic driver can put up good averages in complete safety. A heater is included in the standard equipment.

Length 14ft 5in, width 5ft 1in. Capacity 1,250 c.c. (76.28 cu in). Fuel consumption range 25-26 m.p.g. Road Test maximum speed 70 m.p.h.

U.K. list price £640, U.K. total price (incl. tax) £961 7s.

Over 4 seats:

A.C.

(See also under less than 4 seats.)

2-LITRE SALOON Here is one of the few remaining cars to retain solid beam axle front suspension by leaf springs. Advances in suspension damping have provided a firm but extremely comfortable ride, and cornering and road-holding reach very high standards.

The A.C. is powered by a two-litre, six-cylinder engine which has three carburettors. Bucket seats in the front, and a wide bench seat in the back, accommodates five people comfortably in the car.

Instruments, gear lever and handbrake are all centrally located, and a parcels shelf runs the full width of the car. A high degree of refinement is added to the other virtues of this car. The A.C. is available with either two or four doors.

Length 15ft 4in, width 5ft 7in, engine capacity 1,991 c.c. (121.5 cu in). Fuel consumption range 19-23 m.p.g. Road Test maximum speed 77 m.p.h.

U.K. list price £1,027 12s 2d, U.K. total (incl. tax) £1,542 15s 3d; four-door £1,107 19s 4d, total (with tax) £1,663 6s.

AUSTIN

(See also under occasional 4, and 4 seats.)

A.40 CAMBRIDGE The latest model embodies in a new saloon lessons learned in the development of a hard-working, lively car which is an established favourite. Powered by the B.M.C. B-type, 1,200 c.c. engine, it combines good performance with flexibility and economy according to the mood of the driver. The Cambridge can seat five comfortably, and by aligning the divided bench front seat a sixth person could be accommodated without difficulty.

A large luggage locker is provided; the spare wheel is held in a tray underneath the floor, and can be lowered by use of the starting handle. The petrol tank is located behind the rear seat backrest. A de luxe version of the Cambridge is also available, and both models have four doors.

Length 13ft 6½in, width 5ft 1¼in, engine capacity 1,200 c.c. (73.2 cu in).

U.K. list price £505, U.K. total price (incl. tax) £755 17s; A.40 de luxe £535, U.K. total price (incl. tax) £803 17s.

A.50 CAMBRIDGE For the motorist who is prepared to pay a little more to obtain a lively performance, even if at slight additional expense in increased fuel consumption, the Austin Cambridge is available as the A.50 with a 1½-litre engine.

In other respects, the Cambridge A.50 has the same body and construction as the A.40. A higher final drive ratio is used on the larger-engined car to ensure economy at enhanced cruising speeds, but the engine is still comparatively low geared. The A.50 Cambridge is available in de luxe form in addition to the standard version.

Length 13ft 6½in, width 5ft 1½in, engine capacity 1,500 c.c. (91.46 cu in). Fuel consumption range 26-34 m.p.g. Road Test maximum speed 71.7 m.p.h.

U.K. list price £514, U.K. total price (incl. tax) £772 7s; A.50 de luxe £546, U.K. total price (incl. tax) £820 7s.

BRISTOL

The Bristol Aeroplane Co., Ltd., Car Division, Filton, Bristol.

405 This is Britain's most expensive two-litre car, and as would be expected, it is in its own exclusive and unrivalled class. It is powered by an engine of very high efficiency, and the body shape was developed in extensive wind-tunnel research. The construction and design of the Bristol set an extremely high standard which is scarcely matched in any car of the same engine size.

The excellent aerodynamic shape of the body of the 405 permits high-speed cruising with a minimum of wind noise and engine load. Favourable fuel consumption figures obtained as a result, even when using considerably high cruising speeds.

Bucket seats are fitted in front and there is room for three on the wide rear seat. The luggage locker is very roomy, and the spare wheel is housed in the left-hand wing, balanced by the battery in the corresponding position on the offside.

A drop head coupé version of the 405 is also available.

Length 15ft 9¼in, width 5ft 8in, engine capacity 1,971 c.c. (120.3 cu in).

U.K. list price £2,390, U.K. total price (incl. tax) £3,586 7s; drop head coupé £2,450, U.K. total (incl. tax) £3,676 7s.

FORD

(See also under occasional 4, and 4 seats.)

CONSUL Britain's most recently introduced new cars have been the three major Ford models. The smallest of these is the Consul, though it is not small in passenger accommodation which—for six people on two bench seats—is identical with that of the Zephyr. Luggage space also is greater, and the engine capacity is raised to nearly 1½ litres. The system of independent front suspension used on the previous Consul is retained, though modified in detail to improve rigidity and durability. It consists of a long, sliding pillar surrounded at the top by a coil spring, and linked at the bottom by a wishbone and forward facing anti-roll bar. The standards of riding comfort, economy and accommodation set by the Consul are extremely high. The car is available in saloon or convertible form with either manually or power-operated hood.

Length 14ft 2in, width 5ft 7in, engine capacity 1,703 c.c. (103.9 cu in).

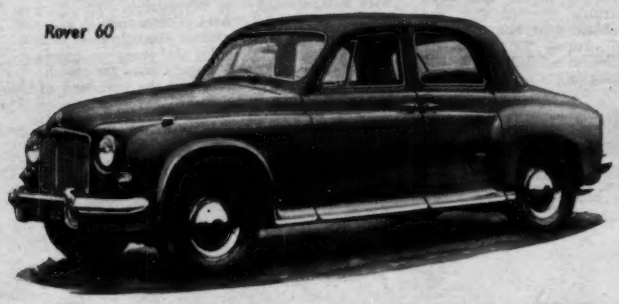
U.K. list prices £520, Consul convertible (manual) £630, Consul convertible (power) £680. U.K. total prices (incl. tax) £946 7s, Consul convertible (manual) £946 7s, Consul convertible (power) £1,021 7s.

MORRIS

(See also under occasional 4, and 4 seats.)

COWLEY The gap between the Morris Minor and the Oxford was bridged to a large extent when Morris introduced the Cowley in 1954. Generally, the size and structure of the car are the same as for the Oxford, and the major difference is in the use of the smaller 1,200 c.c. engine. This unit has the same stroke as that of the bigger engine, but the bore is reduced.

Ford Consul



Rover 60

Austin A.40

BRITISH CARS up to 2,000 c.c.

Over 4 seats . . .

The performance of the Cowley naturally does not match that of the bigger-engined car, but careful choice of gearing ensures that the Cowley has quite acceptable standards of hill-climbing and acceleration.

Apart from an initial reduction in purchase cost, the Cowley buyer obtains the same body as that on the Oxford, with only one or two minor economies in production, together with further price reductions in fuel bills.

Length 14ft 3in, width 5ft 5in, engine capacity 1,200 c.c. (73.23 cu in). Fuel consumption range 28-40 m.p.g. Road Test maximum speed 64.7 m.p.h.
U.K. list price £532, U.K. total price (incl. tax) £799 7s.

OXFORD Two wide bench seats provide ample room for six in the Morris Oxford, and the use of the lively B.M.C. 1½-litre engine gives a satisfactory range of performance in conjunction with low fuel consumption. The instruments are centrally placed, and on both sides there is a roomy parcels compartment. A steering column gear change controls the four-speed gear box, and the handbrake is conveniently placed to the right of the driving seat.

External styling of the car is attractive, and the sidelights are moulded into the chromium surround of the radiator grille. The two wide doors are hinged at their forward edges, and the luggage space is good. The spare wheel stands vertically in the luggage locker. Notable are the rack and pinion steering, powerful brakes, and particularly good road-holding. The front suspension is by torsion bars with wishbones and links, and at the rear, conventional semi-elliptic leaf springs are used.

Length 14ft 2in, width 5ft 5in, engine capacity 1,489 c.c. (90.88 cu in). Fuel consumption range 25-35 m.p.g. Road Test maximum speed 72.5 m.p.h.
U.K. list price £565. U.K. total price (incl. tax) £848 17s.

ROVER

The Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

60 Cars from the Rover factory have always been noted for a general standard of luxury above the ordinary run of mass-produced cars. The present smallest model of the range, the 60, continues this tradition, and at a reasonable price offers a high degree of refinement and quality, together with exceptionally comfortable motoring.

The car is powered by a two-litre, four-cylinder engine which is designed with particular attention to silence and smoothness. The Rover 60 is capable of travelling fast and effortlessly, and with commendable quietness.

A long, centrally placed lever controls the four-speed gear box, on which an important feature is the provision of a freewheel, allowing clutchless gear changes and economy of operation. Leather upholstery and pile carpets add an air of luxury to the interior, and such items as a fitted tool tray under the facia confirm the impression that the car is well appointed.

Length 14ft 0¾in. width 5ft 5½in. engine capacity 1,997 c.c. (121.8 cu in). Fuel consumption range 24-35 m.p.g. Road Test maximum speed 77.25 m.p.h.
U.K. list price £840. U.K. total price (incl. tax) £1,261 7s.

SINGER

Singer Motors, Ltd., Coventry Road Works, Birmingham, 10.

HUNTER Considerable price reductions quickly followed the recent adoption of the Singer concern by the Rootes Group, and the Singer Hunter Special is now a very competitively priced car. It is powered by Singer's famous 1½-litre engine with twin carburettors and an overhead camshaft.

Both the two bench seats have central armrests and when they are folded up the car has adequate room to seat six in comfort. The instruments are grouped in front of the driver, and there is a large glove compartment on the left of the facia.

In the roomy luggage locker there is a fitted tool tray, in keeping with the standard of quality set by the interior appointments of the car.

A de luxe version of the Hunter is produced in which a heater, spot lights, windscreen washers and other accessories are included in the standard specification.

Length 14ft 3in, width 5ft 3in, engine capacity 1,497 c.c. (91.36 cu in). Fuel consumption range 20-26 m.p.g. Road Test maximum speed 74.3 m.p.h.
U.K. list price £530, total price (incl. tax) £796 7s; Hunter de luxe £575, total (incl. tax) £863 17s.

VAUXHALL

Vauxhall Motors, Ltd., Luton, Bedfordshire.

WYVERN In 1948 Vauxhall started their present practice of producing a smaller-engined model of the typical saloon called the Wyvern. This idea is good, for while six people will always require the same accommodation regardless of the cost of the car, the size of the engine can easily be reduced for the motorist who is satisfied by a lower standard of performance.

In the Wyvern a four-cylinder 1½-litre unit is used, which provides good torque at low engine speeds, and gives the car a lively performance over an acceptable speed range, and the choice of gear ratios ensures that the car will cruise happily at quite high speeds. A three-speed gear box is fitted with steering-column control.

Slightly less chromium is used in the styling of the Wyvern than on the Velox, but in most other respects the body is similar. The Wyvern is well equipped, and the size of the luggage locker is practically unmatched in any car of this class and price. The spare wheel is housed under the floor of the luggage compartment. The Wyvern is Britain's cheapest genuine six-seater 1½-litre saloon.

Length 14ft 2⅝in, width 5ft 6½in, engine capacity 1,507 c.c. (92 cu in). Fuel consumption range 26-36 m.p.g. Road Test maximum speed 70 m.p.h.
U.K. list price £510. U.K. total price (incl. tax) £766 7s.

Over 2,000 c.c.

Less than 4 seats:

ALLARD

The Allard Motor Co., Ltd., 24-28, High Street, Clapham, London, S.W.4.

J2R AND K3 A real competition car with tremendous performance and road-holding to match, the Allard J2R Sports Racer sells for only £1,722. The owner has less than a ton of car with over 270 b.h.p. under the bonnet, the power unit being the American Cadillac V-eight of nearly 5½ litres capacity, fitted with a racing camshaft and special carburettors. Such torque range and power are available that the three-speed manual gear box is completely adequate for racing. A J2R with sprint axle ratio was recently timed over a standing start 500 yards, to reach 109.6 m.p.h. in 15⅘ sec.

A de Dion-type rear axle and a Bellamy-type divided front axle are standardized throughout. Coil springs are fitted.

The K3 touring three-seater is designed for those who want a dual-purpose sporting vehicle which has more than ample power for most competition work, yet at the same time is a comfortable and tractable touring car for everyday use. Its open bodywork includes winding windows and a fabric hood, and alternative engines are listed. These are the 3,442 c.c. six-cylinder Jaguar unit (190 b.h.p. in standard trim), coupled with the Jaguar four-speed manual gear box; and the Cadillac V-eight unit, tuned for 250 b.h.p. With the latter installation go fluid drive and a Hydramatic transmission.

K3 Touring 3-seater: overall length 14ft 9in, overall width 5ft 6in. Engine capacity (Cadillac) 5,420 c.c. (331 cu. in.), (Jaguar) 3,442 c.c. (210 cu. in). Estimated max. speed, with Jaguar engine, 120 m.p.h., with Cadillac engine 125 m.p.h.
U.K. list price £1,537, U.K. total (incl. tax) £2,306 17s.

J2R Sports Racer: overall length 12ft 6in, overall width 5ft 11in, maximum speed dependent on final drive ratio. U.K. list price £1,722, U.K. total (incl. tax) £2,584 7s.

ASTON MARTIN

Aston Martin Automobile Division, David Brown Tractors (Eng.), Ltd., Henworth Park Works, Feltham, Middlesex.

DB3S Although the Aston Martin DB3S is quite suitable for normal road use—notwithstanding the lack of weather protection and luggage space—it is no secret that this car really comes into its own on the race track. It was, after all, developed for the express purpose of winning races (in which it has been singularly successful) and thus it has less tractability than more prosaic vehicles when driven in traffic. On the open road it provides superlative motoring.

The almost stark competition two-seater has at least as much poise and character as any sports car built today, and its modern lines are matched by a power unit and chassis which are unsurpassed in design and performance. In standard trim 210 b.h.p. is extracted from its six-cylinder twin-overhead-camshaft engine, and the all-up weight is reasonable at 19½ cwt. For the normal production model drum brakes are specified. The trailing arm independent front suspension and de Dion-type rear axle assembly are both sprung on torsion bars, and the sensitivity of the steering and superb road-holding are internationally celebrated.

On the news pages the newly announced DB3S fixed-head coupé is described and illustrated.

Overall length 12ft 10in, overall width 4ft 11in. Engine capacity 2,922 c.c. Maximum speed 140 m.p.h. U.K. list price £2,600. U.K. total (incl. tax) £3,901.

AUSTIN-HEALEY

Donald Healey Motor Co., Ltd., The Cape, Warwick.

100, 100M AND 100S Anyone who has closely examined the sectioned chassis of the Austin-Healey which has appeared at several of the world's motor shows will appreciate that there is nothing skimped or second-rate about it. Yet the production capacity of the Austin Motor Company and the choice of its simple, sturdy Austin A.90 four-cylinder engine to power it, have enabled costs to be kept remarkably low, and the Austin-Healey 100 is one of the world's best bargains for the fresh-air motorist, and for the less ambitious competition driver with an eye to club meetings.

The standard model is produced entirely at the Austin factory. A more highly tuned version, the 100M, is modified and prepared at the Healey works, and there is a yet faster car known as the 100S, which is for export only. The last-named is a sports racer, built to order in very limited quantities, and has many special components to equip it for long-distance races. All these cars have notably elegant lines, and a feature of the 100 and 100M is the adjustable windscreen, which can be raked to a steep angle.

Overall length (100 and 100M) 12ft 7in, (100S) 12ft 4in, overall width 5ft 0½in, engine capacity 2,660 c.c. (162.2 cu in). Fuel consumption range 24-27 m.p.g. (100 2-seater). Road Test maximum speed 111 m.p.h (100 2-seater).
U.K. list prices: 100 2-seater £806, U.K. total (incl. tax) £1,210 7s; 100M £911, U.K. total price (incl. tax) £1,367 17s; 100S £1,125 (export only).

DAIMLER

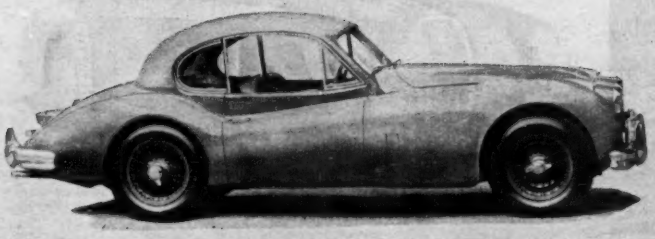
The Daimler Co., Ltd., Coventry.

COUPE This Daimler is intended for those who feel that creature comforts add to the pleasures of high performance—for the still-young couple who want speed, but a safe and comfortable ride for themselves and a child; or for the elderly motorist who has not lost his zest for the open road, but is more susceptible to the elements than he used to be.

The Century 2½-litre engine, with a claimed output of 101 b.h.p., is a smooth, six-cylinder unit with overhead, pushrod-operated valves, and the chassis is a straightforward design with independent front suspension.

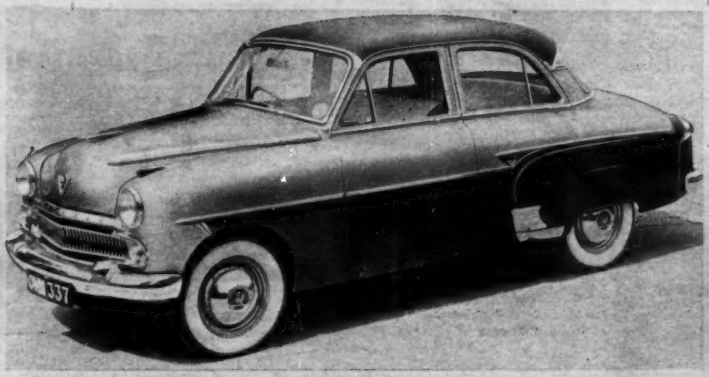
Daimler fluid flywheel is retained, in conjunction with a pre-selector epicycle gear box as fitted to Daimlers for 25 years or more. As for bodywork, the coupé's lines are rakish, particularly at the rear, and the standard of finish is high. The third seat fits across the car, behind the driver and front passenger; there are winding windows and a plastic folding hood, and the equipment is luxurious.

Overall length 14ft 8½in, overall width 5ft 6in Engine capacity 2,433 c.c. (149.3 cu ft). Maker's claimed maximum speed, approximately 100 m.p.h.
U.K. list price £1,360, U.K. total price (incl tax) £2,041 7s.



Jaguar XK 140

Jensen 541



Vauxhall Wyvern

Armstrong Siddeley Sapphire 346

Aston Martin DB2-4

Singer Hunter

Armstrong Siddeley Sapphire 236

Alvis TC108-G

Austin-Healey 100 hard-top

Ford Zephyr

Lagonda

BRITISH CARS over 2,000 c.c.

Austin Princess

Austin A.90 Westminster

Less than 4 seats . . .

JAGUAR

Jaguar Cars, Ltd., Coventry.

XK140 and D-TYPE The wonderful racing record of this make in sports car events all over the world has benefited the entire industry, and here is real evidence of the benefits of racing applied to production cars. Not only is the D-type, which has achieved such a reputation at Le Mans and elsewhere, in full series production, but the basic engine design is genuinely common to all models produced by this firm.

The XK140 is available as a hardtop coupé, a drop-head coupé or a touring two-seater. The coupés both have emergency room for an extra two passengers, which would be suitable for children over longer distances. They are virtually unsurpassed for beauty of line. Connoisseurs have been much taken with the improved handling of the latest cars. At extra cost a more highly tuned engine can be fitted, and such extras as overdrive and wire-spoked wheels are listed.

The D-type is virtually 100 per cent competition car, but it is tractable and docile enough at everyday speeds to be quite manageable. In this form the 253 b.h.p. engine is installed, and one needs to remember this when first taking the wheel, though this does not mean that any vice need be feared. The price of £2,585 (basic) seems very modest when one considers the potentialities of the D-type.

XK140: overall length 14ft 8in. overall width 5ft 4½in. Engine capacity 3,442 c.c. (210 cu in). fuel consumption range 18-23 m.p.g. Road Test speed 129.25 m.p.h. (special equipment hardtop).

U.K. list prices: Sports two-seater £1,127 10s. drop-head coupé £1,160, fixed-head coupé £1,140; U.K. total price (incl. tax): sports two-seater £1,692 12s, drop-head coupé £1,741 7s, fixed-head coupé £1,711 7s.

D-type: overall length 12ft 10in, overall width 5ft 5½in. Engine capacity 3,442 c.c. (210 cu in). Maximum speed: 160-185 m.p.h.; depending on gear ratio.

U.K. list price, sports two-seater £2,585, U.K. total price (incl. tax) £3,878 17s.

Occasional 4, and 4 seats . . .

ASTON MARTIN

(See also under less than 4 seats.)

DB2-4 This sports car—produced by the David Brown group—is in the higher price class and is justly famous for its superb road-holding qualities. Three body types are available on the rigid tubular chassis; two-seater saloon, hard top saloon and drop-head coupé, all having two extra occasional seats.

Equipment and finish are lavish and happily free from ornamentation. On the two-seater saloon, the back of the occasional seat folds forward to give a platform for increased luggage space, access being obtained by hinging upwards the panel surrounding the large rear window. No effort has been spared to provide comfort for driver and passenger—an essential quality in a car expected to make very long high-speed journeys.

The 2.9-litre 6-cylinder, twin overhead camshaft engine is docile in traffic, but on the open road the great acceleration is aided and made even more enjoyable by the smoothness and the very rapid changes possible with the four-speed synchro-mesh gear box, controlled by a floor-mounted lever.

Braking power is in keeping with the performance; Girling hydraulic operation is used, with 12in-diameter drums and two leading shoes at the front. Lessons learnt from the company's racing activities have been applied in the design and development of these fine cars.

Overall length: saloon 14ft 1¼in, hardtop and coupé 14ft 3¼in; overall width 5ft 5in, engine capacity 2,992 c.c. (178.315 cu in). Fuel consumption range 18-22 m.p.g., Road Test speed 120 m.p.h.

U.K. list price, saloon £2,050, hardtop £2,050, drop-head coupé £2,200; U.K. total price (incl. tax), saloon £3,076 7s, hardtop £3,076 7s, drop-head coupé £3,301 7s.

ALVIS

Alvis, Ltd., Holyhead Road, Coventry.

TC108-G A car of high quality, designed with the needs of fast touring in mind and fitted with most elegant Gran Turismo bodywork by Hermann Graber of Switzerland, makes the Alvis TC108-G a very desirable machine. Mechanical specification is the same as that of the previous TC21/100 model. The 6-cylinder, 3-litre engine has an almost "square" bore and stroke, and is a comparatively low speed unit by present-day standards, thereby ensuring long life and effortless high speed cruising with the 3.77 to 1 rear axle ratio.

Alvis have always been notable for good road-holding and steering, and this model is no exception. Front suspension is by unequal length wishbones and coil springs, and at the rear gaitered half-elliptic leaf springs are fitted.

The beautifully proportioned two-door body is a full four-seater, with generous luggage accommodation in the rear locker. Very thin windscreen pillars and large window area all round give exceptional visibility. Trim is in good quality leather and the driving seat is adjustable for back-rest angle as well as fore and aft position. Gear change for the four-speed synchromesh box is by a rigid central lever. Although in the 100 m.p.h. category, this car is notable for quietness of engine, transmission and suspension and absence of wind noise.

Overall length 15ft 2⅛in, overall width 5ft 6in, engine capacity 2,993 cc (243 cu in).

U.K. list price £1,850, U.K. total price (incl. tax) £2,766 7s.

JENSEN

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffordshire.

541 In this high-performance four-seater saloon are incorporated many features to please the keen motorist. It has been designed to seat four and no more; there has been no attempt to provide bench seats to take three at a pinch and call it a six-seater.

The 2-door body is of glass-fibre construction, well proportioned and of purposeful appearance. Radiator air intake is controlled by a swivelling elliptical panel operated by the driver who can, therefore, regulate the engine temperature. The 4-litre, six-cylinder engine and several other components are of Austin manufacture; gear change for the 4-speed synchro-mesh box is by a short, central lever working in a gate. Brakes have vacuum-servo assistance. An adjustable telescopic steering column is standardized.

Although high geared for fast cruising at low engine speed, this is virtually a top-gear car and will accelerate strongly from speeds as low as 20 m.p.h. in this ratio. The complete bonnet (including the nose) is hinged at

Travelling first class. The Rover driver's enthusiasm for his car is shared by his passengers. They enjoy the restfulness of riding in a Rover . . . the silence and smoothness over all surfaces . . . the commanding view of road and countryside. They appreciate, too, the many refinements that lift the Rover above the rank and file of modern cars. "No other manufacturer in the price range," said *The Autocar* (23.9.55) "could justly claim a higher standard of workmanship, of good taste or of mechanical refinement on the road."

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The ROVER *2-Litre 60*

ONE OF BRITAIN'S FINE CARS

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CV2-315

Your brakes and the compulsory test

1956

COMPULSORY TESTS FOR 10-Yr.-Old CARS

SAFETY CHECK

DAILY TELEGRAPH REPORTER

Cars 10 years old or more will have to undergo compulsory garage tests under new provisions of the Road Traffic Bill announced yesterday by Mr. Watkinson, Minister of Transport.

The tests may be extended later to younger cars. Examinations voluntarily undergone re-

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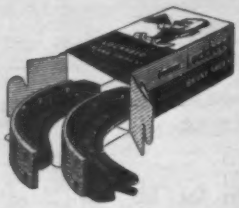
Use only the genuinely Lockheed spare parts packed in these handy kits to renovate the hydraulic system of your brakes. Only manufacturer made spares will restore their original efficiency.



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BRITISH CARS over 2,000 c.c.

Occasional 4, & 4 seats . . .

the rear and when held open by two tubular struts, provides exceptional accessibility. To extend an already roomy luggage locker, the back-rest of the rear seat may be hinged forward when required.

Overall length 14ft 8in, overall width 5ft 3in, engine capacity 5,995 c.c. (244 cu in). Fuel consumption range 17-25 m.p.g. Road Test speed 112 m.p.h. (in overdrive; opt. extra).

U.K. list price £1,435, U.K. total price (incl. tax) £2,155 17s.

Over 4 seats:

ALLARD

(See also under less than 4 seats)

MONTE CARLO Sydney Allard's best models have been those with a large engine, and in this tradition the Monte Carlo saloon uses a 5½-litre American o.h.v. Vee-8 engine with a very high power output. Although it is a roomy, comfortable saloon, the performance is very good indeed. Hydramatic drive is available, which is one of the best forms of fully automatic transmission. The suspension is independent at the front, but is unusual in having a de Dion layout at the rear. This system allows the differential casing to be rigidly attached to the chassis frame, so that it is included in the sprung weight of the car. The Monte Carlo may also be obtained with the 3½-litre 6-cylinder Jaguar engine.

Overall length 16ft, overall width 5ft 11in, engine capacity 5,420 c.c. (331 cu in).

U.K. list price £1,782, U.K. total price (incl. tax) £2,674 7s.

ARMSTRONG SIDDELEY

Armstrong Siddeley Motors, Ltd., Parkside, Coventry.

SAPPHIRE 346 In this range, model numbers are 346, 234 and 236—the last numeral in each designation indicates the number of cylinders. The 346 is the big saloon which is already quite familiar to most motorists. It is available with power steering, adjustable spring-damper control, power-operated windows and automatic transmission. There is also a limousine version, with an electrically operated, pre-selector gear box.

234 and 236 Announced at the London Show last October, these are now beginning to be seen on the roads. The 236 has a 6-cylinder engine similar to that used in earlier models, while the 234 has a new 4-cylinder engine with higher output, and related to that of the 346. With two carburettors, maximum power is 120 b.h.p. The 236 has the interesting Manumatic gear change with overdrive, while the 234 has a synchromesh gear box, also wih overdrive. The Lockheed Manumatic system eliminates the clutch pedal completely, but the orthodox central gear change lever is retained. A centrifugal clutch works automatically when the gear lever is moved from one position to another, and the drive is taken up or freed smoothly.

An outstanding feature of the Armstrong Siddeleys is high quality of construction and materials—they have polished wood facias, hide upholstery, and good quality carpets.

Overall length: 346 saloon, 16ft 1in; limousine, 17ft 8in; 234 and 236, 15ft. Overall width: 346, 6ft; 234 and 236, 5ft 8½in. Capacity: 346, 3,435 c.c. (211 cu in); 234 and 236, 2,290 c.c. (140 cu in). Road Test data, 346, m.p.g. range 17-20, mean maximum speed 91.25 m.p.h.

U.K. list price: 346 saloon, £1,215; limousine, £1,910; 234, £1,065; 236, £1,104. U.K. total price (incl. tax): 346 saloon, £1,823 17s; limousine, £2,866 7s; 234, £1,598 17s; 236, £1,657 7s.

AUSTIN

(See also under occasional 4, and 4 seats)

A.90 WESTMINSTER This is probably one of the best large cars that Austins have ever made. The 6-cylinder engine has a high power output for its size—yet with scope for development for even higher performance—and as the overall dimensions of the car are compact and the weight moderate, the performance is good. It is a roomy car, with a suspension that provides an excellent ride in addition to the stability required when the potential high speed is used. The four-speed gear box has overdrive on the upper two ratios, providing a total of six gears. In top overdrive the car cruises quickly without fuss, making long journeys pleasantly restful. The Westminster has brakes to match the performance.

A.135 PRINCESS III This 4-litre car provides good value for money among the really large cars. This elegant saloon is entirely suitable for chauffeur-driven use, as well as for the owner-driver. The Princess is not intended as a high-performance car, but is effortless to drive and the acceleration is, in fact, lively.

Overall length: Westminster, 14ft 2½in; Princess III, S.W.B., 16ft 4½in; L.W.B., 17ft 11in. Overall width: Westminster, 5ft 4in; Princess III, S.W.B. and L.W.B., 6ft 2½in. Engine capacity: Westminster, 2,639 c.c. (161 cu in); Princess III, 3,995 c.c. (243.5 cu in). Road Test data: Westminster, m.p.g. range, 21-25, mean maximum speed 90.5 m.p.h.

U.K. list price: Westminster, £600; Princess III, S.W.B. saloon, £1,790; S.W.B. limousine, £1,845; L.W.B. saloon, £2,150; L.W.B. limousine, £2,150.

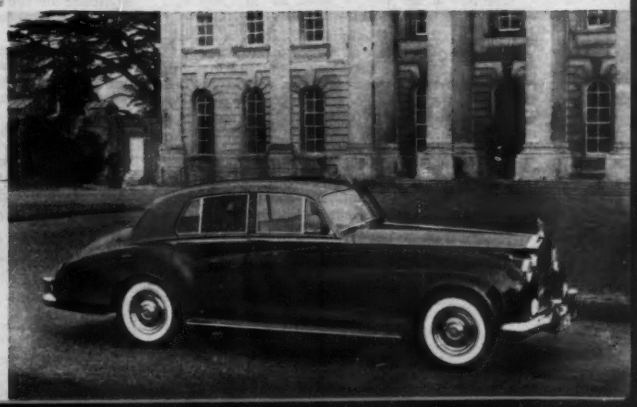
U.K. total price (incl. tax): Westminster, £901 7s; Princess III, S.W.B. saloon, £2,686 7s; S.W.B. limousine, £2,763 17s; L.W.B. saloon £3,226 7s; L.W.B. limousine, £3,226 7s.

Bentley Continental

Humber Super Snipe

Daimler DK400 limousine

Rolls-Royce Silver Cloud



Riley Pathfinder

BRITISH CARS over 2,000 c.c.

Over 4 seats . . .

BENTLEY

Bentley Motors (1931) Ltd., 14-15, Conduit Street, London, W.1.

SERIES S, CONTINENTAL Special coachwork is still widely used on Bentley chassis, but there are standard Series S and Continental models. The chassis are basically similar, and each has an engine of nearly 5 litres capacity. The standard Series S saloon will reach 80 m.p.h. very quickly and cruises effortlessly at this pace. Given clear roads it will reach 100 m.p.h., at which speed the absence of noise is astonishing. The Continental, which is lighter, has an even higher performance. Although it is the most expensive car in current series production anywhere in the world, few people would dispute that it is the best car made anywhere. It combines everything that motorists want in a large car—it is elegant, supremely comfortable, supremely safe, and very fast indeed—and its quality of construction is an international *cachet* for fine workmanship.

Overall length: Series S, 17ft 7⅝in; Continental H. J. Mulliner, 17ft 8in. Overall width: Series S, 6ft 2⅝in; Continental H. J. Mulliner, 5ft 11½in. Engine capacity: 4.887 c.c. (298 cu in). Road Test data: Series S, m.p.g. range 13-16, mean maximum speed 101 m.p.h.

U.K. list price: Series S, £3,295; Continental H. J. Mulliner, £4,960. U.K. total price (incl. tax) Series S, £4,943 17s; Continental H. J. Mulliner, £7,441 7s.

DAIMLER

(See also under less than 4 seats.)

ONE-O-FOUR, CONQUEST, CENTURY In the Daimler range, one of the most interesting models is the One-O-Four 6-cylinder 3½-litre car which is available as a normal saloon or as a ladies' model, which has even more luxurious equipment than the standard car. Although this Daimler has the refined, comfortable ride associated with the make, it is a high-performance car with a top speed of a genuine 100 m.p.h. and more.

The fairly recently accentuated interest of the Daimler ocmpany in acceleration is reflected in the 2½-litre Conquest and Century, which are also sprightly although, of course, they cannot compete with the One-O-Four. The range is completed by a saloon and two limousines with the 4.6-litre engine, and a 2½-litre coupé.

Overall length: One-O-Four, 16ft 6in; Conquest and Century, 14ft 10⅝in; 2½-litre, 14ft 9½in; 4½-litre, 16ft 6in; D.K.400 limousine, 18ft 1in. Overall width: One-O-Four, 5ft 10½in. Conquest and Century, 5ft 6¼in; 2½-litre, 5ft 6in; 4½-litre, 5ft 10½in; D.K.400 limousine, 6ft 4½in. Engine capacity: One-O-Four, 3,468 c.c. (211.46 cu in); Conquest, Century and 2½-litre coupé, 2,433 c.c. (149.3 cu in); 4½-litre saloon and D.K.400 limousine, 4,617 c.c. (281.5 cu in). Road Test data: M.p.g. range: One-O-Four, 15.7-23; Century, 18-21, mean maximum speed: One-O-Four, 100 m.p.h.; Century, 87 m.p.h.

U.K. list price: One-O-Four, £1,885; Ladies' model, £2,050; Conquest Mark II, £1,052; Century Mark II, £1,132; 4½-litre saloon, £2,295; D.K.400 limousine, £2,785; 2½-litre coupe, £1,360.

U.K. total price (incl. tax): One-O-Four, £2,828 17s; Ladies' model £3,076 7s; Conquest, £1,549 7s; Century, £1,699 7s; 4½-litre saloon, £3,440 17s; D.K.400 limousine, £3,440 17s; 2½-litre coupé, £2,041 7s.

FORD

(See also under over 4 seats, up to 2,000 c.c.)

ZEPHYR, ZODIAC The Zephyr and Zodiac both have the largest engine of the Ford range. Both cars are brand new, having gone into full production at Dagenham during the last few weeks. Although they remain the same in name as the previous Zephyr and Zodiac, the engine size has been increased, and full six-seater coachwork replaces the earlier 4/6-seater bodies. In every way these cars are a great improvement over the previous models. Performance is increased, and the suspension and brakes have been developed very appreciably. There is a considerable difference in the styling of the Zephyr and Zodiac, the latter being finished in two colours and having a radiator grille which is quite distinctive from that of the Zephyr. The Zodiac, of course, is the de luxe model in the range, with hide upholstery, and on which freer use is made of chromium-plated ornamentation.

Overall length: Zephyr and Zodiac, 14ft 3.86in. Overall width: Zephyr and Zodiac, 5ft 3.9in. Engine capacity: 2,262 c.c. (138 cu in). Road Test data: Zephyr, m.p.g. range 18-32, mean maximum speed 84.5 m.p.h.

U.K. list price: Zephyr, £580; Zephyr convertible, £690; Zodiac, £645. U.K. total price (incl. tax): Zephyr, £871 7s; Zephyr convertible, £1,036 7s; Zodiac, £968 17s.

HUMBER

Humber, Ltd., Ryton-on-Dunsmore, Coventry.

HAWK A popular family saloon offering poise and luxury for a moderate price, the Hawk is familiar on the roads of the world, partly because it is very robustly made and stands up well to Colonial conditions. The Hawk has a 4-cylinder engine of just over 2¼-litre capacity, and although it may not be sensational in matters of sheer performance, it is very comfortable and roomy. The soft springing does not adversely affect the handling in normal motoring, and it helps to achieve a really comfortable ride. The Hawk is also available as an estate car.

SUPER SNIPE This 6-cylinder model is a most effortless car to drive, for top gear will take it almost anywhere. This is the sort of car where the driver always has plenty of reserve power at his command, and which will cover very many miles without tiring driver or passengers. An overdrive and bucket seats are available as optional extras. The Super Snipe may be obtained as a saloon or touring limousine.

Overall length: Hawk, 15ft 1½in; Super Snipe, 16ft 5in. Overall width: Hawk, 6ft; Super Snipe, 6ft 1½in. Engine capacity: Hawk, 2,267 c.c. (138.2 cu in); Super Snipe, 4.139 c.c. (252.6 cu in). Road Test data: M.p.g. range Hawk saloon, 21.9-31.2. Mean maximum speed: Saloon, 80.5 m.p.h. (overdrive).

U.K. list price: Hawk, £715; Super Snipe, £950; Super Snipe limousine, £1,030. U.K. total price (incl. tax): Hawk, £1,073 17s; Super Snipe, £1,426 7s; Super Snipe limousine, £1,546 7s.

JAGUAR

(See also under less than 4 seats.)

MARK VII Nearly six years ago a sensation occurred in motoring circles when Jaguars boldly took their 3½-litre XK120 sports car engine and put it into the big Mark VII saloon. The Mark VII remains a top performer in the big car class, and although it is not cheap, its price is remarkably low for the high quality and outstanding performance provided. The Mark VII interior is finished in fine hides and with polished woodwork.

2.4 Great interest is centring on the 2.4-litre car which is now becoming familiar on the road. This was introduced last year, and promises to be a great success. Like the Mark VII, it is beautifully made, but it should offer high performance with a fuel consumption substantially less than that of the larger car. Similar to the 3½-litre engine but with shorter stroke, that in the 2.4 inherits all the outstanding qualities of the larger competition-proved unit.

Overall length: Mark VII, 16ft 4½in; 2.4, 15ft 0⅝in. Overall width: Mark VII, 6ft 1in; 2.4, 5ft 6¾in. Engine capacity: Mark VII, 3,442 c.c. (210 cu in); 2.4, 2,483 c.c. (151.4 cu in). Road Test data Mark VII: M.p.g. range 17-24, mean maximum speed 102.1 m.p.h.

U.K. list price: Mark VII, £1,140; 2.4, £895. U.K. total price (incl. tax): Mark VII, £1,711; 2.4, £1,345 17s.

JENSEN

(See also under occasional 4, and 4 seats.)

INTERCEPTOR The impact made by the very high performance model 541, designed to seat four, has tended to overshadow the existence of the Interceptor, which is available as a comfortable saloon or drop-head model. This is a high-geared car, but the big 6-cylinder engine makes gear changing almost unnecessary once the car is on the move. It is also available with an overdrive, which makes it one of the most restful large cars available.

It incorporates a number of parts, including the engine, from the B.M.C. range, which has helped to keep the price within reasonable limits for such an individual car.

Overall length: 15ft 10in, overall width 5ft 6in, engine capacity 3,993 c.c. (243.5 cu in), Road Test data: M.p.g. range 20-24, mean maximum speed 102 m.p.h.

U.K. list price £1,800. U.K. total price (incl. tax) £2,701 7s.

LAGONDA

David Brown Tractors (Eng.), Ltd., Lagonda Automobile Division, Henworth Park Works, Feltham, Middlesex.

3-LITRE With Aston Martin, the Lagonda company is under the *ægis* of the David Brown Group. The car uses the 3-litre, 6-cylinder engine common to the Aston Martin, and is particularly well suited to fast touring. It particularly appeals to those who like to have the best of two worlds—the vintage era and the present day. It is one of the few models to incorporate independent suspension on all four wheels. Quality of construction is in a very high class, the advantages of its being hand-made by craftsmen being evident even on brief acquaintance.

Overall length 16ft 4in, overall width 5ft 9½in, engine capacity 2,922 c.c. (178 cu in), Road Test data: M.p.g. range 16-19.5, mean maximum speed 100 m.p.h.

U.K. list price £3,600, U.K. total price (incl. tax) £5,901 7s.

MORRIS

(See also under other classifications.)

ISIS Largest of the Morris range is the Isis, which has a 2.6-litre engine. It is capable of effortless cruising at considerable speed, the top gear ratio being high. Motorists in countries equipped with first-class highways will find the optional extra Borg Warner overdrive a further advantage. The Isis is soundly constructed and pleasant to drive. It offers the important constituents of a long-distance touring car for a modest outlay, yet it is well suited for local use in crowded traffic conditions, because its overall dimensions are remarkably compact in relation to the seating capacity and luggage space.

Overall length 14ft 10in, overall width 5ft 5in, engine capacity 2,639 c.c. (160.9 cu in), Road Test data: M.p.g. range 22-33, mean maximum speed 85 m.p.h.

U.K. list price £607. U.K. total price (incl. tax) £911 17s.

RILEY

Riley Motors, Ltd., Abingdon-on-Thames, Berkshire.

PATHFINDER Though the 1½-litre Riley has gone out of production, the 2½-litre Pathfinder maintains the Riley tradition for fast, safe cars of high quality construction. It is available with Borg Warner overdrive as an optional extra. The engine is rather large for a four-cylinder, and as a result is not quite as smooth as some of the six-cylinder units of its competitors, but it is a beautifully made engine which gives plenty of power. The Pathfinder is roomy, attractive, holds the road well, and in all respects is well equipped for high speed touring.

Overall length 15ft 3in, overall width 5ft 7in, engine capacity 2,443 c.c. (149 cu in), Road Test data: M.p.g. range 18-24, mean maximum speed 97.5 m.p.h.

U.K. list price £940. U.K. total price (incl. tax) £1,411 7s.

ROLLS-ROYCE

Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.

SILVER CLOUD, SILVER WRAITH There are two Rolls-Royce chassis, the Silver Cloud and Silver Wraith, the latter having a wheelbase 10in longer than that of the Silver Cloud. An engine of nearly 5-litre capacity is common to both models. The Silver Cloud may be obtained as a standard saloon similar in appearance to the standard Bentley Series S saloon but, of course, with the Rolls-Royce radiator. Hooper, H. J. Mulliner and James Young also mount saloon bodies of their own design on the Silver Cloud chassis. The Silver Wraith is available with special coachwork by Park Ward, Hooper, H. J. Mulliner and James Young.

The name of Rolls-Royce is internationally known for quality of engineering, and it is commonplace that these cars are supremely comfortable and quiet. They are outstanding in a number of ways, but perhaps the predominant feature of the chassis is the brakes. The power and smoothness of this special mechanical-servo Rolls-Royce braking system is something that must be tried personally before it can be fully appreciated. The current cars are equipped with automatic transmission made by the company itself.

Overall length, Silver Cloud 17ft 7⅝in; Silver Wraith (wheelbase), 11ft 1in. Overall width, Silver Cloud, 6ft 2½in; engine capacity, 4,887 c.c. (298 cu in).

U.K. list price: Silver Cloud, £3,565; Silver Wraith Freestone and Webb limousine, £5,265. U.K. total price (incl. tax): Silver Cloud, £5,078 17s; Silver Wraith Freestone and Webb limousine, £7,898 17s.

Wolseley Six-Ninety

Standard Vanguard

2.4-litre Jaguar

Ford Escort

Sunbeam Mark III

Over 4 seats . . .

ROVER

(See also under up to 2,000 c.c.)

90 AND 75 In the medium-size quality car class, the Rover 90 is considered by many connoisseurs to offer the best available value for money. The Rover is indeed a quality car, with a refinement that does not easily wear off even under the rough conditions of Colonial motoring, and the interior remains quiet almost regardless of road surface.

The 90 has long legs, its smooth six-cylinder engine enabling it to slip past the milestones with a deceptive rapidity. The 75 is similar in nearly all respects to the 90 except that its engine is nearly half a litre smaller, and the power output is reduced accordingly, but there is no difference in the quality or the comfort of the ride.

Overall length 14ft 10¼in, overall width 5ft 5⅝in, engine capacity: 90, 2,638 c.c. (161 cu in); 75, 2,230 c.c. (136 cu in); Road Test data: M.p.g. range: 90, 21-28; 75, 20-30; mean maximum speed: 90, 88.2 m.p.h.; 75, 84.5 m.p.h.

U.K. list price: 90, £945; 75, £915.

U.K. total price (incl. tax): 90, £1,418 17s; 75, £1,373 17s.

SUNBEAM

(See also under up to 2,000 c.c.)

MARK III In its latest form the Sunbeam Mark III is particularly pleasing, even though its traditional sports character results in seating capacity that is more compact than that in many saloons of similar engine size. The Rootes Group first entered this car in international rallies some years ago, and have taken full advantage of the lessons learned in competitive motoring. One cannot think about the Sunbeam without connecting it with its sporting background and remembering, for example, the very fine successes scored repeatedly in such events as the Alpine Rally. It is one of the best compromises for the keen driver who would like to have a sports car, but who also likes saloon car comfort or has to consider family commitments.

Overall length 14ft, overall width 5ft 2½in, engine capacity 2,267 c.c. (138.2 cu in), Road Test data: M.p.g. range 19-31, mean maximum speed 89.25 m.p.h.

U.K. list price £835, U.K. total price (incl. tax) £1,255 17s.

STANDARD

(See also under up to 2,000 c.c.)

VANGUARD III Earlier Vanguard models won a reputation for roominess and lively performance in a car whose dimensions were such that garaging rarely produced any difficulties. The Series III car is an entirely new design with integral body and chassis. Longer and lower than its predecessor, it nevertheless retains all the robust characteristics; with its reduced weight and more aerodynamic shape, in conjunction with higher gear ratios, the car's economy has been considerably improved without any loss in performance.

The Vanguard engine is one of the most successful post-war units. It has won an enviable reputation for reliability and long life. With its big four-cylinder engine, there is an effortless ease about its progress that is reminiscent of the big Americans, but its tautness and road-holding qualities are definitely European.

The Vanguard is rightly popular in overseas countries where the going is rough, for the car is rugged and has plenty of ground clearance. Its good qualities are reflected in the relatively high prices it commands in the used car market.

Overall length 14ft 4in, overall width 5ft 7½in, engine capacity 2,088 c.c. (127.6 cu in), Road Test data: M.p.g. range 26-32, mean maximum speed 79 m.p.h. (overdrive).

U.K. list price £599, U.K. total price (incl. tax) £899 17s.

VAUXHALL

(See also under up to 2,000 c.c.)

VELOX, CRESTA A 6-cylinder engine is common to both the Velox and the Cresta, the most powerful models in the Vauxhall range. The Cresta is primarily a de luxe version of the Velox, available in two-colour finish and with a number of detail refinements and additional ornamentation. These cars are thoroughly familiar on the roads of the world, having been changed only in detail since 1951. Some styling changes were made at the time of the London Show last October, when rear window area was increased. For a roomy family car of moderate engine size, performance is good. Vauxhall are a branch of the General Motors Corporation. The service available to Vauxhall owners ensures that the cost of spare parts and maintenance work is kept to a minimum. These points, in conjunction with the fact that the car is a full six-seater capable of a genuine 80 m.p.h., make it an attractive proposition.

Overall length 14ft 4¼in, overall width 5ft 6½in, engine capacity 2,262 c.c. (138 cu in), Road Test data: M.p.g. range, Velox 22-28; Cresta, 22-28; mean maximum speed, Velox, 80.5 m.p.h.; Cresta, 80.8 m.p.h.

U.K. list price: Velox, £560; Cresta, £630, U.K. total price (incl. tax): Velox, £841 7s; Cresta, £931 7s.

WOLSELEY

(See also under up to 2,000 c.c.)

SIX-NINETY A 6-cylinder 2.6-litre engine from the B.M.C. range is used for the Wolseley Six-Ninety saloon, the more powerful model of the Wolseley pair. The car is one of the highest quality models in the whole B.M.C. family, and one finds, therefore, that the standard of finish is good. The Six-Ninety exudes an air of quality and refinement which makes it popular with business men who want really comfortable motoring for themselves and their passengers. The car is geared so that in standard form it has a high cruising speed, and for really long journeys the optionally extra Borg-Warner overdrive is a further advantage.

Overall length 15ft 8in, overall width 5ft 7in, engine capacity 2,639 c.c. (160.9 cu in), Road Test data: M.p.g. range 19-25, mean maximum speed 94.5 m.p.h.

U.K. list price £808, U.K. total price (incl. tax) £1,210 7s.

Humber Hawk Estate Car

Morris Oxford Traveller

BRITISH CARS

Estate Cars

AUSTIN

COUNTRYMAN Estate car bodies of all-steel construction are offered on the A.30 and A.40 chassis.

Probably the smallest example of this type on the market, the A.30 Countryman seats four, but when the rear passenger seat is folded flat, a platform for 5 cwt of luggage or goods is available. There is a single, side-hinged loading door at the rear, and sliding windows are fitted in the body side panels. Austin A.30 mechanical features are retained, although the rear axle ratio is lower. It is particularly easy to manœuvre and park in confined spaces due to its small dimensions, and is very economical to run.

The A.40 Countryman has a wooden floor behind the rear seat, which again folds to increase platform length. Two additional corner seats are mounted on the wheel arches, and interior lining is below the waist line only. With the rear passenger seat stowed, the baggage space is 5ft 1½in in length, 3ft 3½in between wheel arches and 3ft 1in to the top of the loading doors, which are of van type.

A.30 Countryman, overall length 11ft 5⅞in, overall width 4ft 8in, engine capacity 803 cc (48.8 cu in). Fuel consumption range 36-48 m.p.g., Road Test speed 59.3 m.p.h.

U.K. list price £425, U.K. total price (incl. tax) £638 17s.

A.40 Countryman, overall length 13ft 4in, overall width 5ft 4½in, engine capacity 1,200 c.c. (73.17 cu in).

U.K. list price £554, U.K. total price (incl. tax) £832 7s.

FORD

ESCORT AND SQUIRE Estate car versions of the Anglia and Prefect—the Escort and Squire—are practical and roomy vehicles which provide seating for four and space for luggage or, with the rear passenger seat folded away, a luggage platform 3ft 9½in in length and 3ft wide between wheel arches. The spare wheel and tools are below this platform, and access for loading and unloading is by two doors at the rear which open vertically, the upper one being secured by an automatic strut.

The Squire has more chromium than the Escort, sliding side windows, decorative wooden strips on the sides, dual windtone horns and luggage compartment protected by linoleum instead of the rubber matting, used on the Escort.

Chassis are basically the same as the Anglia and Prefect, but lower first and second gear ratios are used.

Overall length 11ft 8⅝in, overall width 5ft 0⅝in. Fuel consumption range 31-38 m.p.g. Road Test speed: 68.5 m.p.h.

Escort, U.K. list price £414, U.K. total price (incl. tax) £622 7s.

Squire, U.K. list price £445, U.K. total price (incl. tax) £668 17s.

HILLMAN

DUAL PURPOSE CARS Both models—the Husky and the Minx Estate Car—meet the ever-growing demand for extra space for the carriage of luggage or goods in a car of modest size. The less-expensive Husky is a compact vehicle with a smart appearance, having a small rear overhang. It is powered by the enlarged side-valve engine previously used in the Minx, and provides brisk yet economical transport for four and 250 lb of luggage, or for two with a 5 cwt load. The rear loading door is a single panel, hinged at the side.

The Minx Estate Car is for those who want more freight space. Increased in length by 4½in over the normal saloon, it has the same overhead-valve engine. With the rear passenger seat stowed in the floor, 90 cubic feet are available for load carrying. Equipment and finish, both interior and exterior, are of the same standard as the Minx saloon.

Husky: Overall length 12ft 1½in, overall width 5ft 2in, engine size 1,265 c.c. (77.15 cu in). Fuel consumption range 32-40 m.p.g., Road Test speed 62.5 m.p.h.

U.K. list price £415, U.K. total price (incl. tax) £623 17s.

Minx Estate Car: Overall length 13ft 8in, overall width 5ft 3½in, engine size 1,390 c.c. (84.75 cu in).

U.K. list price £565, U.K. total price (incl. tax) £848 17s.

MORRIS

TRAVELLERS Dual-purpose bodies are available on all three chassis in the Morris range. From the nose to the rear edge of the driver's door, they are the same as the normal saloons. Behind are built estate car bodies, with treated wooden facings which give the traditional appearance for this type of vehicle. In each model the passenger seats can be stowed to provide a platform for carrying baggage or goods. Window area is generous, and the rear portion of the side windows slides open to increase ventilation. All have two passenger doors and two side-hinged loading doors at the rear. The Minor Traveller seats four, the Oxford Traveller six and the Isis Traveller eight. The Minor Traveller is also available in de luxe form.

Minor Traveller: Overall length 12ft 5in, overall width 5ft 1in, engine size 803.5 c.c. (50 cu in).

U.K. list price £455. U.K. total price (incl. tax) £683 17s.

Oxford Traveller: Overall length 14ft 1in, overall width 5ft 5in, engine size 1,489 c.c. (90.79 cu in).

U.K. list price £625 10s. U.K. total price (incl. tax) £938 12s.

Isis Traveller: Overall length 14ft 10in, overall width 5ft 5in, engine size 2,639 c.c. (160.9 cu in).

U.K. list price £725 10s. U.K. total price (incl. tax) £1,089 12s.

ROVER

LAND-ROVER STATION WAGON Land-Rovers are known the world over, for they are regularly performing innumerable tasks, often in the worst road conditions or where roads do not exist. The Station Wagon version has all the go-anywhere attributes of this tough vehicle, in which four-wheel drive may be engaged at will.

An article devoted to the Land-Rover appears on pages 547-9.

The two-litre, four-cylinder car engine is used, and for normal road motoring rear-wheel drive only is employed and four well-chosen forward speeds are available. Steering is fairly high-geared for manœuvrability in difficult country, and a ground clearance of 8in facilitates such work. An alternative long wheelbase version gives extra seating for three, or an increase of 21in in platform length.

Overall length 11ft 8⅝in (L.W.B. model 15ft 5⅝in), overall width 5ft 2¼in. Engine capacity 1,997 c.c. (122 cu in). Fuel consumption range 19-26 m.p.g. Road test maximum speed 57.75 m.p.h.

U.K. list price £845, U.K. total price (incl. tax) £968 17s. L.W.B. model list price £750, U.K. total price (inc. tax) £1,126 7s.

STANDARD

GOOD COMPANION AND VANGUARD There are two dual-purpose vehicles in the Standard range—the Good Companion, based on the 10 h.p. model, and the Vanguard estate car, which uses the earlier Phase II chassis. The smaller model is unique among small estate cars in that it has four doors—a big advantage in its favour—and it possesses the very lively performance and good road-holding and steering qualities of the normal saloon. The rear passenger seat folds nearly flat in one movement (usually cushion and squab have to be moved separately) to give a useful, rubber-covered platform. Loading and unloading of luggage is through van-type doors at the rear.

The Vanguard estate car, used as a six-seater saloon, will carry 2 cwt of luggage. When three persons only are carried there is space for 5 cwt of luggage or goods and the platform is carpeted. Overdrive is available as an optional extra.

Good Companion:—Overall length 12ft 1in, overall width 4ft 10in. Engine size 948 c.c. (57.8 cu in).

U.K. list price £485, U.K. total price (incl. tax) £688 4s 2d.

Vanguard Estate Car:—Overall length 13ft 6½in, overall width 5ft 9in. Engine size 2,088 c.c. (127.6 cu in). Fuel consumption range 20-25 m.p.g. Road Test speed 76.2 m.p.h. (in overdrive).

U.K. list price £635, U.K. total price (incl. tax) £950 17s.

ALLARD

SAFARI The combination of a powerful 5.4-litre V-eight engine and a roomy, timber-framed body makes the Safari estate car an attractive proposition for those who require large carrying capacity allied to high performance and good handling qualities. The chassis is the same as that of the Monte Carlo saloon, and an alternative 6-cylinder 3.4-litre engine is available.

Seating arrangements are ingenious. When a third seat, which faces rearwards, is raised at the tail end of the luggage platform, eight persons can be carried. With this seat lowered into the floor, seating for six and 45 cubic feet of luggage space are available. Lowering the centre passenger seat increases the carrying capacity to 95 cubic feet and room is available for sleeping if required.

To save space in the body, the spare wheel is housed under the bonnet alongside the engine.

Overall length 16ft (488 cm), overall width 5ft 11in (180 cm).

U.K. list price £1,782. U.K. total price (incl tax), £2,674 7s.

HUMBER

HAWK ESTATE CAR Introduced at last year's Earls Court show, this handsome new model is one of the largest and most comprehensively equipped multi-purpose vehicles on the British market. It has comfortable seating for six and four doors—a very important point where passenger carrying will be the rule rather than the exception. The rear seats can be folded to leave a capacious platform for the carriage of goods or luggage, and the tailboard folds down to accommodate extra long loads. Mechanically it is identical with the Hawk saloon.

Overall length 15ft 2½in, overall width 6ft 2in. Fuel consumption range 22-28 m.p.g. Road Test maximum speed, 80.2 m.p.h.

U.K. list price: £885. U.K. total price (incl. tax) £1,328 17s.

SPECIAL CONVERSIONS

Harold Radford (Coachbuilders), Ltd., Melton Court, South Kensington, London, S.W.7.

This company makes conversions to luxury cars—Rolls-Royce, Bentley, Sapphire—so that they have, in addition, some of the advantages of an estate car. Front seats can be aligned with rear seats to form a double bed, or rear seats may be folded forward to extend the luggage space. Luxurious equipment is built-in for sporting gatherings, including picnic set and table for four, and cocktail cabinet.

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"I'm going to have a Morris!"

MINOR

COWLEY (right)

OXFORD

ISIS

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MORRIS

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Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawing

Wiping

SOMETIMES the suspicion arises that wiper blades are not as effective as they used to be. On a flat screen I tried the several-ply blades and also the single edge-on type, finding that both deteriorated equally rapidly; always the screen seemed to be smeary (no, I hadn't used a greasy rag).

On a curved screen on two occasions in wind and rain I have had the very long blades blowing clean off the glass and waving aimlessly in mid-air, and I sympathize with the wiper manufacturer who has to cope with a heavily curved screen.

Wholly to be commended is the latest Lucas idea for wiper arc-setting. The arm fits on the boss with a very fine spline, being held on by a small spring catch; as a result one can set are arc of the blade by hand, and as accurately as any owner could desire. There is no fear of it slipping.

Atomization

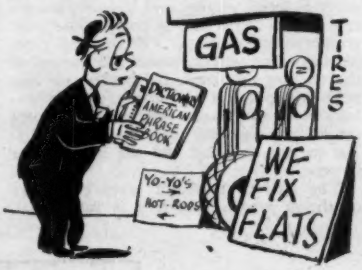
I SEE from *Time* that someone wants to break up the huge General Motors combine on the basis of anti-trust feeling in the U.S.A. That seems to me to be a fatuous way of looking at things. The American public has freedom of choice of cars which are not, in any case, necessary for the support of life. If G.M. produce an article that the public is glad to buy without compulsion I fail to see why it should be attacked, because obviously it is efficient. If a single dairy supplies all the milk, which the compulsion of staying alive forces the public to buy, then I am all for breaking up the dairy into competitive elements.

I wonder if there is anything in the queer rumour, denied by the "big three" in the U.S., that they help the independents because they are afraid that, if the independents disappear, the anti-monopolists will have a more forceful argument for trust-busting?

Clovers

TO look down on the United States (as The Scribe did on a recent journey) is to realize that it might well be called the land of the clover leaf, for here is a country that has modern highways and a myriad elaborate junctions. There is something quite fascinating in watching the fast flow of traffic round the leaf-edges of these multiple junctions, very little diminution of speed, if any, being noticed. On the ground one realizes that this is a land of cars and more cars, and that New York's parking problem exceeds anything that we have over our side of the Atlantic. The city is in a fantastic state of jamming—far, far worse than it was when I was last there some years ago. We drove in from Long Island on the parkway—three lanes either side of the central strip—and observed the rigid lane discipline that the American motorist imposes upon himself; you just do not try to swap from one lane to the other. In any case, during the morning rush hour there is no chance, for the stream of traffic, each car at the minimum headway from the one in front of it, is so solid that it would come to a standstill in less orderly British road conditions. Over here it flows steadily along at about 35 m.p.h. until the city intersections begin to break it up.

The eye wanders: "Car wash $1.50"—cheap enough. "We fix flats" is the pithiness that one admires in this race; "Wheel alinement" is the abuse of the language that one resents. The streets are meter-fringed and we wonder if the motorist has sinned who is sneaking away from a "Violation" arrow. Downtown, road life is strange but familiar. ICA on the Shell pumps is TCP over here, presumably very hygienic for the engine. "No U Turn" is immediately obvious, as is "Tow-away Zone" near Central Station. The red and green lights on Queenborough Bridge fascinate, for they show how many lanes are available in each direction, and as we leave the bridge well



Pithiness

behind we are checked by a cop with a radar speedmeter. Two hundred yards down the parkway his colleague in another car is talking on the radio-telephone. Is it us?

No, we pass safely on towards Idlewild and are airborne in a very few minutes. The cloud ceiling breaks below us in the cattle country of Colorado, brown and dusty, and we refuel at Denver in warm sunshine. The winter has gone, left behind with the snow-patterns and the ice on Lake Erie as we peer down at magic Detroit. Where are the British cars? There was an Austin A40 in the Bowery and a smart red M.G.A. turned ahead of us at the U.N. building. In spite of the congestion—or because of it—one feels there is plenty of room for more.

Meringues and Wet Vests

A FRENCH newspaper cutting which came into my hands a few days ago contained two striking examples of onomatopœia with which anyone having a moderate acquaintance with that language will no doubt be familiar. There is surely no English word which so completely conveys the impression of an engine internally combusting as *ronronnement*. If you repeat it very quickly you will find evidence of a leaking exhaust valve, a dirty plug or, perhaps, poor compression on number three.

The Frenchman also applies the verb *ronronner* to his cat, not to suggest that it is suffering from internal combustion—merely ticking over, or purring; and what more likely to cause tabby's ecstatic *ronronnement* than the *entrechoquement* of bottles heralding the milkman's arrival? The onomatopœic Teuf Teuf Club, French equivalent of our Veteran Car Club, is wonderfully expressive of the early single-cylinder with an automatic inlet valve, as anyone who has followed a Brighton Run will agree.

I think it was Mike Oliver, of Connaught Engineering, who used to call his Type 35B Bugatti "Meringue," because that was the noise it made when warming up in the paddock or poised on the starting line — *Meringue, meringue, meringue. . . .*

Motoring terms in foreign tongues are often highly entertaining to us, but I imagine the reverse also applies. The Frenchman could, however, scarcely be particularly amused by our "wet liners," whereas I collapse in hysterics every time I hear him refer to his "*chemises humides.*"

The German, who calls his tram-driver an *electrischestrassenbahnwagenfuehrer*, is less verbose when wishing to have his car greased. What joyous hours are suggested for the unruly children in a Giles cartoon, let loose with a tin of axle fat, by the word *Schmierung*. And how expressive at times to call a mechanic an *autoschlosser!*

Samson

THE tommy bar shone and was shapely; it was recommended for the job. I tackled it.

If anyone wants some strong-arm work done I'm your man. I bend tommy bars.

No Cinders

WE stopped at Wantage, Berkshire, to look at King Alfred's statue; it was logical to search then for ye home made BURNT CAKE SHOPPE. We didn't find it. . . .

F*

BETTER "ELECTRICS"

An Account and Explanation of Today's Improvements

ALTHOUGH motorists are often a little neglectful, all are interested in their cars having good "electrics." Some of the present and probable future improvements in dynamos and charging control systems, distributors and ignition, are not well known.

The modern dynamo with compensated voltage control was a great improvement on the older dynamos, for they had a fixed output which had to be small. Although a partly discharged battery would cheerfully accept a higher rate, it would be damaged if a fixed high rate was pumped

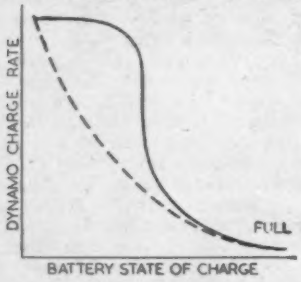


Fig. 1. Compensated voltage control (dotted line) tapers off dynamo charge progressively as the battery recovers after providing power for a start. Current voltage control (solid line) holds the dynamo to full charge for a while, and delays the tapering off. The diagram is approximate, to show the principle only

at it when it was fully charged, so that the charge had to be kept low. Drivers could not be relied on to operate half-charge and no-charge switches hence the coming of automatic control.

Compensated voltage control regulators have the effect of sending a high charging rate for the first 20min of running to rather flat batteries, which may have been flogging the starter on a winter morning, or have had to deal with repeated starts in shopping. But as the state of charge of the battery rises, the dynamo charging rate progressively tapers off. A fairly rapid replacement of charge in a hard-worked battery is achieved. However, for some cars whose equipment makes great demands on the starter, a new system is appearing, and may become quite general. It is "*current* voltage control."

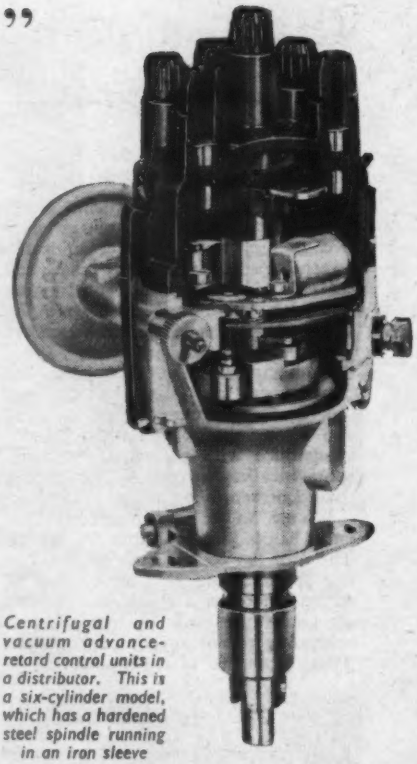
The new Lucas RB 310 version of this has double regulators, one responsive to voltage, and the other to current flow; and there is temperature compensation. Their practical effect is this: —

Instead of tapering off from the beginning as battery voltage recovers, the new control delays that action. A full charge continues for longer, giving a more rapid recovery of the battery. Then the tapering-off of the charge is permitted, until the slight trickle charge suitable for a "full" battery is reached. Figure 1 shows the result. It may, one day, relegate the home battery charger to the limbo of the bulb horn and other obsolete accessories, even for the car which is on nothing but local running. It became widely used in America when bigger engines with ever rising compression ratios were just about reaching the limits of the 6-volt starter and battery systems. (Now many cars in the States have 12-volt systems.)

The following three paragraphs may be skipped by many readers: they are for those who have sound background knowledge and wish to appreciate just how the new system achieves its aims.

Current voltage control employs two regulators, with their contacts in series in the dynamo field circuit. One is shunt-wound, and answers only to voltage. The other is series wound, and answers to current flow. (The first is compensated for temperature variation.) The dynamo gives its maximum output, under the control of the *current* regulator, for battery voltage below the point at which the *voltage* regulator is set to come in. Beyond that point the voltage regulator controls dynamo output to suit the load and the state of the battery.

The current regulator takes care of a condition where a battery is rather flat,

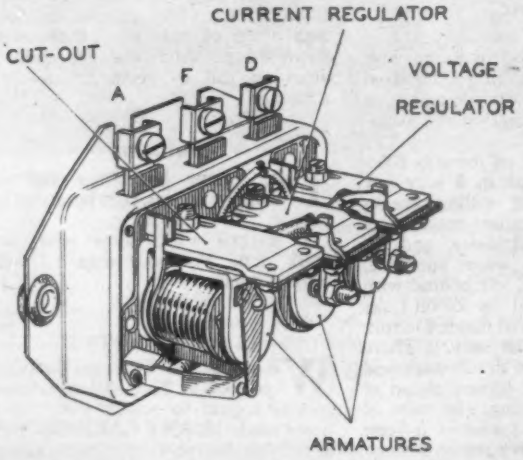


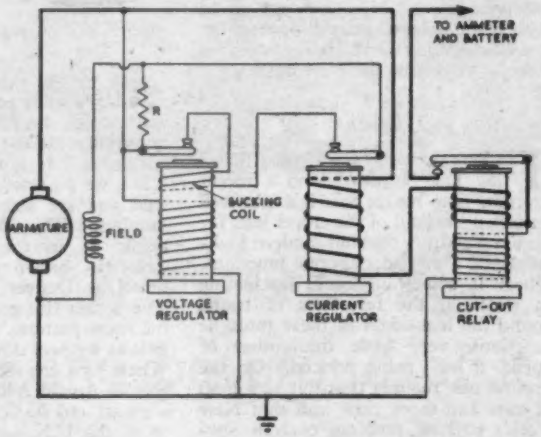
Centrifugal and vacuum advance-retard control units in a distributor. This is a six-cylinder model, which has a hardened steel spindle running in an iron sleeve

and engine revs are high. When dynamo output rises to rated maximum, the current flowing through the series winding of the regulator attracts its armature magnetically, opening contacts and inserting a resistance into the field circuit. So the device's armature is set into vibration, and imposes a limit on dynamo current.

As battery voltage rises to a predetermined value, indicating that a certain state in recharging has been reached, the voltage regulator comes in. Its contacts open, and resistance is again inserted into the field circuit. Its armature vibrates, and the dynamo voltage is limited. There is a change-over period when both regulators are in operation together.

Modern dynamos have a high output,





The current voltage control system for dynamos, and its circuit

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BETTER "ELECTRICS" . . .

and they are ventilated more thoroughly. Compact synthetic insulation for armature windings—polyvinyl acetate phenol formaldehyde—has made possible the use of more copper, and hence higher efficiency. Armature winding machines also have grown extremely precise and constant. As a result, the standard 3.9in dynamo of British cars now has an output of 19 amps at 13.5 volts; the larger 4½in dynamo puts out 22 amps. These are figures which mean rapid battery recovery. (A 12-volt dynamo will give an output 70 per cent higher than a 6-volt one of the same size.)

A note for owners: apart from some faulty wiring connection, the most common cause of a dynamo ceasing to charge is worn-out brushes. They can be replaced cheaply: the replacement of the dynamo by a reconditioned unit is an unnecessarily expensive way of dealing with the trouble. If a car has been in service long, the brushes should be examined, especially before a long holiday tour, and replaced in time. Normal brush life is about 20,000 miles.

The coil derives the same advantage as the dynamo from the accurate winding machines and modern insulations now available. Its output is correct for normal engines. Very high engine revs, and high compressions, impose an additional demand. Coil efficiency sinks with the increase in sparks per minute; and high compression makes it more difficult for the spark to jump the gap at the plugs. (You can fault a new plug on a garage tester, where the plug points are tested in a pressure chamber, by turning the pressure up to a figure well beyond that prevailing in your engine's combustion chambers.)

The present standard coil is entirely adequate for starting and running with present engines. Its output is neither too low for starting and running, nor so high that very great voltages cause grave difficulties, making tracking paths in the distributor and over the plug insulators; burning distributor and plug points; defeating insulation; and escaping all over the place.

However, flat or decayed batteries, overwidth, dirty or wet plug points, with wrong mixture, a worn engine, or other serious defects, could make some kind of booster useful. The veteran motorist used a couple of nails in a cork or button, with their points judiciously separated, for current, in jumping a gap, gets a step-up in voltage. Nowadays there are proprietary devices.

In a well-maintained system there is no gain in such expedients, nor is a spark that lasts longer of any particular value, for the delay between the start of the spark and the mixture starting to burn is about 50 millionths of a second. The force of combustion does not depend on the strength of the spark. Once it has started to burn, gas—whether at your cooker or car engine—doesn't care whether it was originally lit with a single match or a blow-torch!

A notable improvement in distributors has taken place recently. Formerly they had a top and a bottom bearing of porous metal on their shafts. Now the shaft of surface-hardened steel runs, for its whole length, in an iron sleeve, in six-cylinder models. Some four-cylinder models have one long porous bush.

Condensers are now made of packed paper, coated with metal only 0.000004in thick. If a flaw occurs, the current burns away such thin metal and so—to put it in the most simple terms—punctures are self-healing. Thus a modern condenser is more reliable than its ancestors. But a condenser is a small, cheap "spare" to carry.

No Straying

The plastic caps of many distributors are having a treated surface these days. It provides a finer finish, and greatly cuts down the risk of "tracking"—that is, current wandering off to the wrong place along the surface. Another improvement is in the machines which produce cams. They are accurate, and there is not found on current cars the lack of precision which sometimes used to result in an engine having slightly different timing between its cylinders.

Vacuum-operated ignition timing controls are well established now. Mechanically they are simple: there is a connection to the carburettor, and the inlet depression operates a diaphragm which advances the contact breakers, when desirable, in relation to the cam.

The distributor already had a centrifugal, spring-loaded ignition advance which varied ignition timing, producing an increasingly early spark and combustion as the speed rose. Combustion was, as it were, keeping up with the flying piston, which might rise to a rate of more than 3,000ft a minute.

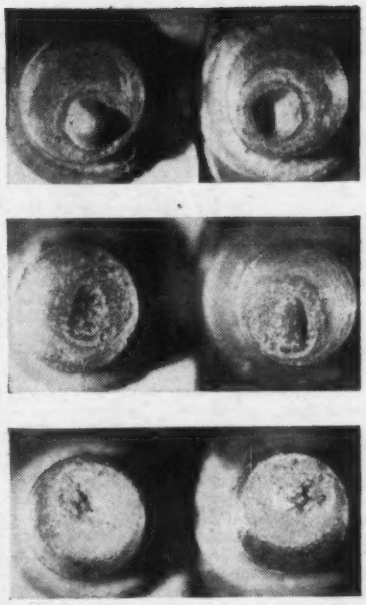
But combustion speed also rises with compression. When the throttle is open and a large charge of mixture is taken in, compression, and therefore burning speed, are higher than they are when a small charge is taken in, as when cruising under light load. The centrifugal advance took no notice of this difference—it recognized only engine speed, not load. And so the ignition advance curve had to be designed for *full* throttle, at any given speed. This was insufficiently advanced for the best results and economy in light work at part throttle—cruising, in fact.

The vacuum advance does take account of the difference. Its connection to the carburettor passage is (Figure 2) just outside the throttle butterfly when that is closed. So it acts as follows:—

When starting an engine, it is inoperative, and remains so when the engine is ticking over, for its access is on the outside of the butterfly (Fig. 2). When the engine is under light load and the throttle is slightly opened, as in cruising, it is on the engine side of the butterfly, and so is subjected to manifold depression. The suction moves its diaphragm and causes ignition timing to "advance." When the throttle is opened for hill climbing or acceleration (the pinking condition) manifold depression collapses, and again the device returns to normal, as it did in starting and tickover.

With an automatic, vacuum-operated timing control, the engine can have the correct degree of advance for light loads and cruising. This favourably affects m.p.g. The centrifugal mechanism and the vacuum-operated one can, between them, produce just about the right timing for all engine speeds and loads.

The contact breaker has altered little. Tungsten is still the best material, giving long service. But the points tend to burn, producing a cone on one and a pit on the other, when the gap is too narrow. If an amateur-wielded feeler gauge is used, and there is uncertainty, probably the error should be on the side of the points being a shade too far apart rather than a little too close. Contact breaker gap also affects ignition timing. But with the "high-lift" cams employed in most distributors now, the effect has been lessened so that an error of 0.001in at the gap causes a change in timing of less than one degree of engine rotation.



Three sets of distributor contact breaker points run for the same test period. Top: severe pit-and-peak with an 0.004in gap. Centre: smaller ones with an 0.010 in gap. Bottom: Contacts set at 0.016in—best for the engine concerned. Moral: maintain the setting recommended for your own car

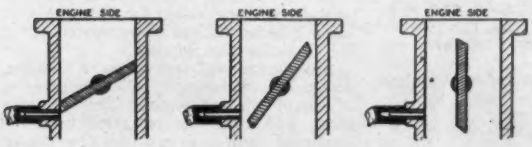


Fig. 2. The connection from a vacuum ignition control enters the carburettor at a point where, when the throttle is closed, it is on the open-air side (left). This gives "normal" for starting. Light throttle opening for cruising (centre) brings the hole to the engine side of the butterfly. Being now connected to manifold depression, the control's diaphragm moves to "advance," for cruising. Full throttle (right) at moderate speeds collapses manifold depression; so the control relaxes to "normal," and engine pinking is avoided

KEEPING COOL

Hot Weather Motoring Aids, and the Reduction of Glare

THERE are many aids to greater comfort when motoring in hot weather. One is the full-width exterior vizor. It is, perhaps, one of the accessory makers' gentle satires on car fashions; the very high, very sloping windscreen of post-war fashion soon proved rather too much for the Americans, and other people who have hot and bright summers, and their cars sprouted full width exterior vizors in no time. There has been some recent retreat towards a more upright windscreen, with its top further forward. Some large car makers have their own vizors.

Auster make transparent, tinted ones, and have models for straight, curved and vee screens, the last being itself of vee form. All have thumb screws on the mounting brackets, and are adjustable thereby. The frames are chromium-plated. Neutral-tinted safety glass is used, but amber, blue or green can be specified. Almost all cars are provided for, prices being £9 16s 9d downwards.

The Key-Leather vizor, of tinted Perspex, is insulated from the body by the rubber on the clamps securing it to the car's rain gutters, so that its polished light alloy frame can be used as a radio aerial. The Perspex, $\frac{3}{16}$in thick, is neutral or green tinted, and is strong and rigid because of its curvature. Models catered for are Austin A.30, A.40 and A.50; all British Fords, and the Ford Taunus; Morris Minor, Cowley and Oxford; Humber Hawk and Super Snipe; Standard Eight and Ten; all Vauxhalls; and Volkswagen. The vizor costs from £9 9s to £9 19s.

Weathershields make metal exterior vizors, and sell them only through agents for the particular cars concerned, which are:—Austin, Daimler, Ford, Hillman, Humber, Morris, Rover, Standard, Vauxhall and Volkswagen. More models are to be added. The cost is £4 to £4 15s.

Approaching the matter from another angle, Castle's Unit Development make a full width strip of self-adhesive plastic which is attached to the top of the windscreen, inside it and just above eye level. It can be removed, and refixed again in season. This costs 6s 6d including postage, and suits any car.

At the other end of the car there is the large and sloping rear window. The provision of a Venetian blind for this window seems to have been an Italian invention, but British firms now make them. Lestons have one with plastic slats, slightly adjustable by bending. There is a metal frame, which is attached to the window by rubber suction pads. The accessory costs 14s to £2 7s, according to the model.

Rolsan have one in which the slats are adjustable for angle, and this is convenient. It can be made to fit all models. At one time there was an electrically operated model, but it has been dropped. The blind costs £1 17s 6d. There are a great number of cloth and transparent panel interior vizors, too numerous to specify.

Cooler Seats

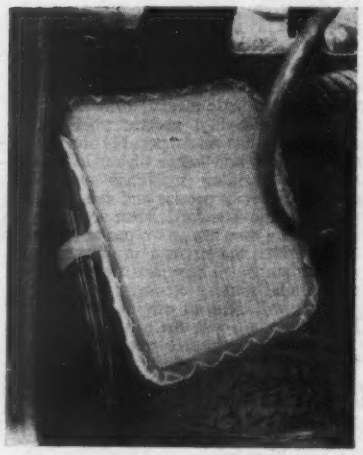
One's comfort in a car depends much on seats. Many of these are in glossy, impermeable materials which are not comfortable in hot weather, so some firms make special ventilated cushions.

Weathershields' Coolride cushion-squab unit is covered with an open weave material. An inch thick, it contains a fine mesh of coil springs, and gives free passage of air between human and upholstery. It costs £1 15s, and is a pleasant little luxury. Lawrence Edwards make something similar, at the same price.

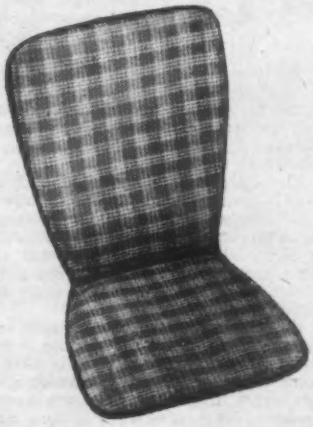
Key-Leather make a device called the Sit-Rite. This is a frame which is adjustable, and covered with open-mesh material. Primarily designed to give the locating effect of a bucket seat, for superimposition on a bench, it does keep the back cool and yet comfortably braced.

Among the seat cover materials there are many which make a car more comfortable in hot weather. Probably the thick and absorbent cotton materials which are free of wool are the best, and better than thin duck. Repp is good, and so is cotton-corduroy. Some like the plastic-impregnated open-weaves, and there are also rayon materials.

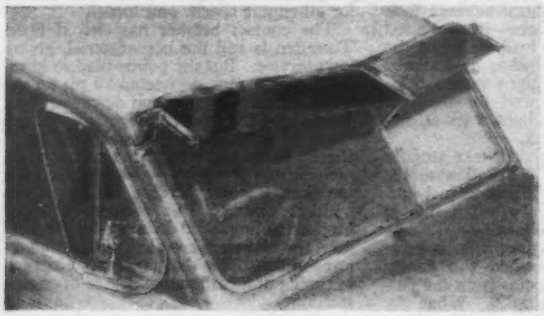
Natural leather is good for seats in hot countries, for it "breathes"; but heavily lacquered leather is no better than plastic in that respect.



The K-L Sit-Rite fitting for the squab. It has open-weave fabric



Open mesh textiles and thin spring pads are used in the Weathershields Coolride device



An Auster vizor, with safety glass. This is the vee-shaped version, to match some windscreens

Opening Roof

British motorists used to be very fond of the opening sun roof. Although it is fitted as standard to but few cars these days, it is still obtainable from Weathershields, and can be fitted to most modern saloons. It is a rigid panel, sliding in channels, and easily operated by the driver. The cost varies between £55 and £65, and fitting is by authorized agents only.

(Weathershields also make a roof extractor-ventilator, called the Flowmatic. It has a dual intake and extraction effect on the air in the car's interior.)

An opening roof conversion of German design, the Webasto, is now being made in Britain by Car-Coverall. This too costs about £65, and can be fitted only by appointed agents. It provides a very long opening, as can be seen in the pictures on page 525. Up to seven steel hoopsticks run captive in sunken light alloy channels at each side of the opening. The fabric is the same as we know in convertible plastic-coated hoods. The closing catch tensions the material; and when this roof is closed, the fit is snug and waterproof.

(More pictures on page 525)

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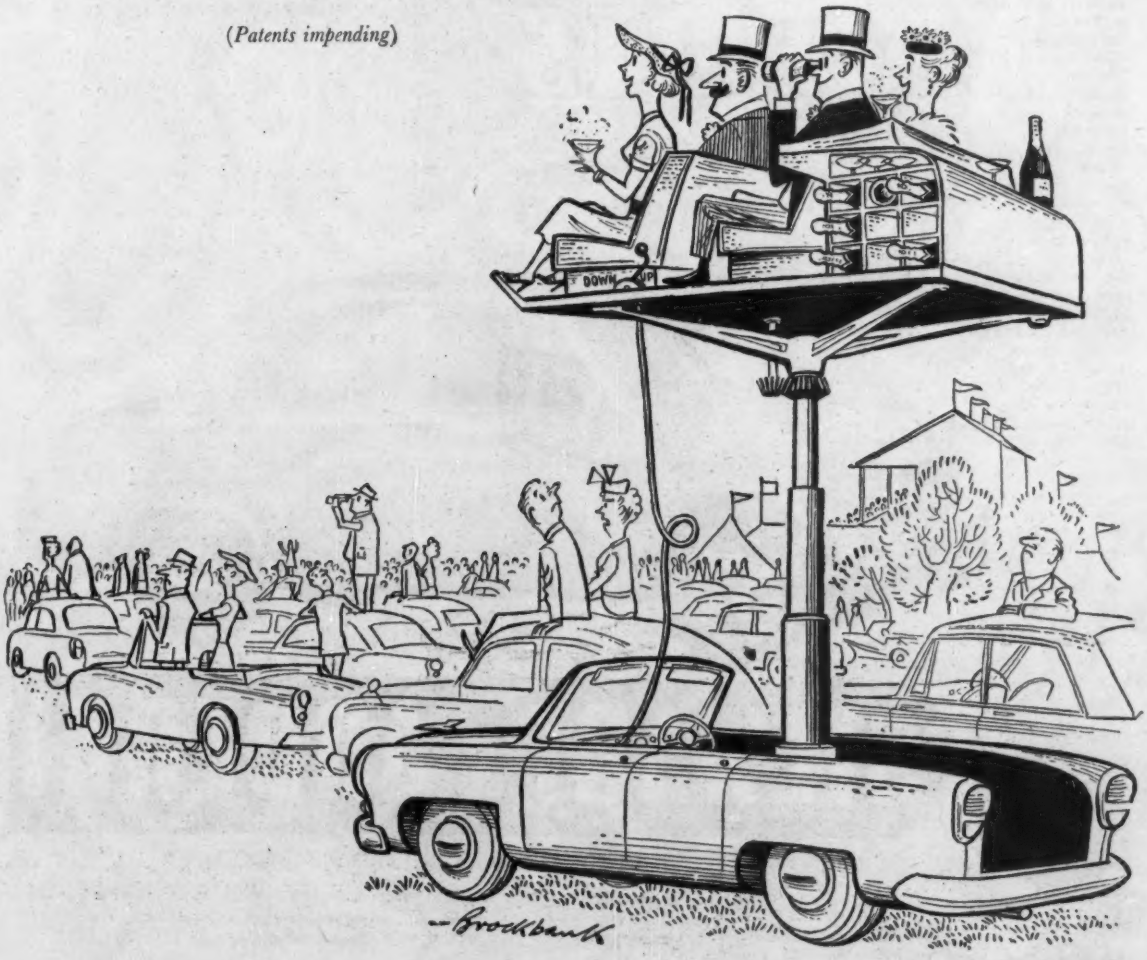

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T.27

A ROVER'S LIFE FOR ME

Before leaving the factory, all Land-Rovers are driven several times round the company's private road circuit. Here both long and short chassis types receive a wayside check by expert testers

SUPPOSE that, a few years ago, a farmer had told you he was saving up to emigrate to Australia; that in the meantime he wanted one vehicle not only to take his family to church, tow the combine harvester and work a saw bench, but later drive overland across desert and through jungle and swamp on his way "down under": you would have laughed in his face. Now you would suggest a Land-Rover.

Looking back to those not very distant days before 1948 when the first-off left the production lines, it is difficult to imagine how, even in this country, we managed without Land-Rovers, which in that short time have become so much a part of the daily scene in so many rôles. Now we accept them almost without thought as we do the telephone, detergents and the Clifton suspension bridge.

The miraculous American Jeep of wartime years pointed the way, and the Rover Company quickly foresaw that a high quality vehicle embodying the same basic principles of design would be needed to help rebuild those parts of the world dependent on sterling currency, and open up under-developed territories. Of the tens of thousands of Land-Rovers since produced, over 80 per cent have been shipped abroad, and quite apart from the direct benefits of this remarkable record to our Treasury, who can tell how much this one vehicle has favoured us in goodwill? For none other in the world has ever become so truly international in its applications.

"Go and find out all about the Land-Rover" were the Editor's instructions, and with George Mackie, Rover's P.R.O., as my cheerful guide, I was allowed to ferret about almost *ad lib.* at the attractively situated Solihull plant, and to meet some of the men responsible for the design and development of the vehicle.

I asked Robert Boyle, the Chief Engineer, which factors he considered were mainly responsible for the Land-Rover's exceptional reputation for toughness, longevity and for the fact that one so seldom sees a really shabby or battered one. Structurally, he said, there were two especial reasons; the immensely strong and rigid box-section chassis, and an exceptional resistance to corrosion. Compactness and good visibility from the driving seat also must play a part in this keeping up of appearances, for there's no excuse for running into things.

In creating a general purpose vehicle of high quality—and therefore relatively high price—the boffins at Solihull resolutely set about the corrosion bogy in the knowledge that they had to do battle with more than the natural elements. Farmers would want to carry about manure and chemical fertilizers, and ammonium sulphate has about as much respect for sheet steel as death-watch beetles for church rafters. Sea water and protracted doses of sea air during long voyages to far-flung outposts of Empire must not tarnish the product, and render it less pleasing and welcome to the far-flung vendee.

The consequent decision to use a light alloy for all body panels, including the mudguards and loading platform, was a brave one, but it has been completely justified in practice. The material used is an aluminium magnesium alloy of closely controlled specification, with virtually zero copper content. It is unaffected by salt, and resists ammonium sulphate and other fertilizers.

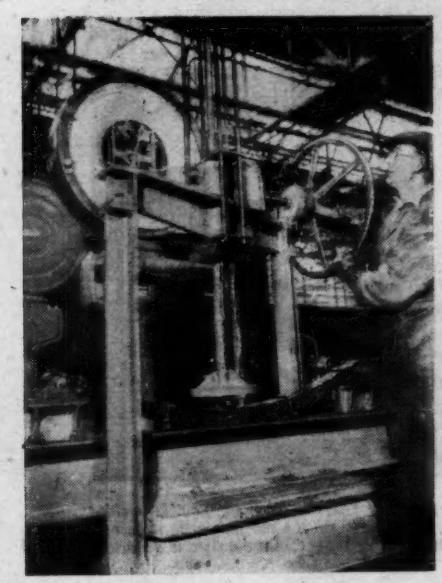
The saving in weight not only allows an extra 100 lb of payload but also eases the burden of all who have to carry the material, from suppliers to the final assembly bays; at Lode Lane, Solihull, one can watch quite large fabricated sections being carried about without need of lifting gear.

All pressings for one body are collected in a partitioned trolley and spot-welded in jigs. Finished sections are chemically washed, treated with the I.C.I. Alocrom process and finally sprayed with a single coat of paint in a modern spraying booth. Here a current of warm, filtered air blows down from the roof, and masked painters stand to one side of the tunnel-like building, spraying towards a filtering cascade of water on the opposite wall. Overhead gear keeps the parts on the move, and the timing of manufacturing and assembly sections is synchronized by the time-and-motion boys.

The boxed chassis frame is entirely fabricated from flat sheet, and is made at Lode Lane. When the Land-Rover was first conceived, none apparently dared predict a twelve-fold multiplication of production, and continued heavy demand after several years, and the expense of press tools to make channel side members was not deemed worth while. Now advanced welding techniques enable two side members to be built up simultaneously on a giant machine, which sews them up in a flash at between 84 and 110 inches per minute. The four sides of each member are first tack-welded before being secured—by quick-action compressed-air clamps—to the bed.

The earlier of these Fusarc machines had sliding beds, the arc welding gear remaining stationary. Later ones have a stationary bed, and the welding gear moves along it, following the contours of the members through an ingenious mechanism which varies its speed according to the contours.

The finished side members are then placed in jigs and cross members, body mounting and other brackets are welded in position. Completed frames are then



Road springs are compressed over centre on this hydraulic rig before being fitted. Selection of tyres (right) to fit the Land-Rover for sand, mud, snow or tarmac

A ROVER'S LIFE . . .

dipped in a corrosion-resisting undercoat.

All the bits and pieces such as windscreen frame, front bumper, door locks and hinges are heavily zinc-coated by the dip-galvanizing process to protect them against corrosion, the galvanizing action being a continuous chemical process, which heals even deep scratches before the dreaded rust can get a footing. Some people, thinking in terms of dustbins and suchlike, are horrified at the thought of galvanizing, but the dipping process deposits a really thick coat, and one has only to remember that ships' anchors and chains have been given this treatment for over a century. There is none better, or Rovers would use it.

Wherever one looks, there is evidence of care and scruple. I watched a man hand-painting exhaust pipes and silencers with a metal-base protective coating, presumably too thick to be applied with a spray gun. In the spring shop all road springs were turned inside out, so to speak, on a powerful hydraulic press, and Mr. Poppe, the works manager, told me that every spring receives this treatment, and that the springs are matched in pairs.

One of the most intriguing and revealing of all departments at any large factory is the research laboratory. Here we met Paul White, Quality Engineer, whose responsibility it is to see that existing parts and materials bought on outside contract are supplied to agreed specifications, and that completed machines coming off the assembly lines are up to scratch.

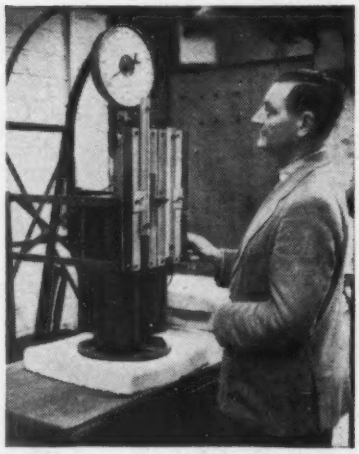
Every week one finished Land-Rover is taken at random off the line for a thorough test and inspection, and any shortcomings in finish or assembly referred to the appropriate department—a method which keeps all concerned on their toes, and goes far to insure the buyer against a sub-standard product.

Among the test gear was an apparatus for measuring the resistance of foam rubber seat cushions to compression. Another rig for testing brake servos gave direct readings of input and output pressures. Working in close harmony with Mr. White is Mr. Faulkner, the Chief Chemist, whose department, as you might guess, is a forest of mysterious tubes and bottles. All hood and seat materials, felt and other fabrics are rot-proofed before delivery to Lode Lane, but this is not enough. A sample of each is stretched across a frame and half-buried in a small "garden" for twelve months, where wind and rain can attack the top half and the good earth, with all the microbes and organisms at its command, the lower half.

After this treatment some of the samples are almost unrecognizable, even non-existent, but others appear almost unaffected. The survivors are pulled on a rack to check tensile strength—the apparatus being appropriately named a tensometer—and that, you might think, is that. Not a bit of it. Other samples of the same material have been spending some months in a malodorous cabinet, full of foetid fungi and tropical growths. In this the humidity is maintained at some 90 per cent, so that anything enduring the ordeal will give really good service.

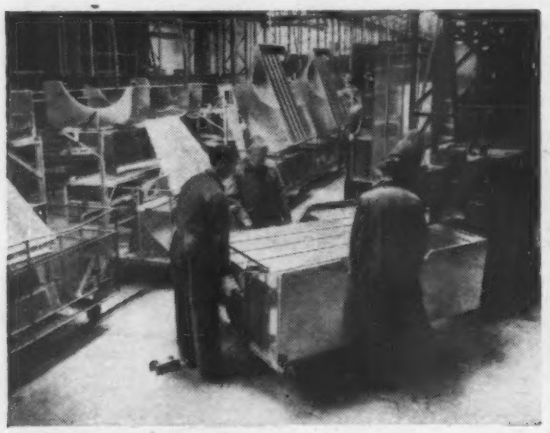
In another chamber, paints, fabrics, rubber mouldings, treated and untreated metal parts are subjected to an atomized salt solution—sea-air with a vengeance—and a circular container with slowly revolving base boasts a powerful ultra-violet lamp which can burn things up just as quickly as the tropical sun. A drip-feed of water simulates the monsoon.

Many export Land-Rovers are shipped

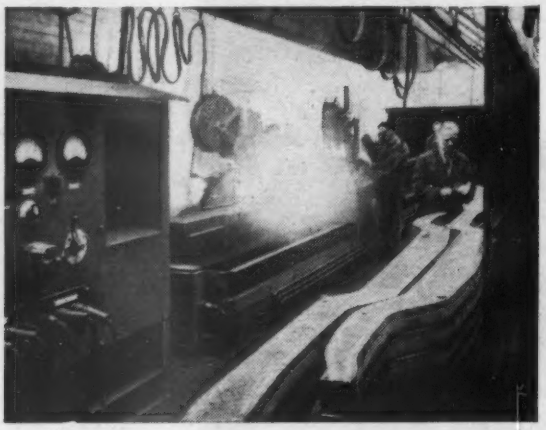


Even the foam rubber seat cushions are tested in the research laboratory for resistance to compression

Jungle conditions are well represented on the Land-Rover testing ground. Here a long chassis pick-up wearing dual-purpose tyres, climbs steeply out of a boggy wood



One of many virtues of the light alloy panelling is that large units can be handled without the use of lifting gear. Here the rear section of a long chassis pick-up is nearing completion in the jaws of a spot-welding plant



Side members of the substantial box-section chassis are quickly welded in pairs on this Fusarc apparatus. On the machine shown the arc-welding gear moves along a stationary bed. On the right is a stack of finished members

in the state known as C.K.D., an Americanism meaning "Completely Knocked Down." The completeness of the knock down depends upon the rules and regulations of the importing country.

Those exported complete have their engines sprayed externally with a lanolin solution before leaving the factory, and are then driven to the docks. On arrival the hose between air cleaner and carburettor is removed and, before the engine is stopped, a pressurized capsule of lanolin solution is released into the intake, leaving a film to protect cylinder bores and valves.

The Land-Rover story began with the simply equipped short chassis machine, but over the intervening years new models and fittings have been devised, and the number of possible variations and permutations are legion. Basically there are two models, having short (86in) and long (107in) wheelbase chassis.

Short chassis types are the Station Wagon 7-seater and the all-purpose open body, for which you can specify a weatherproof canvas hood, a detachable truck-type cab over the front seats only, or a complete one-piece hardtop covering seats and load (exported hardtops have side windows for the rear compartment). There is also a short chassis fire engine which includes a 40-gallon tank, hose and pump.

A bewildering list of extras, adding to the vehicle's abilities and its occupants' comfort, includes a front capstan winch, centre power take-off and a rear power take-off, engine speed governor, rear seats for four, a heater—even a radio set.

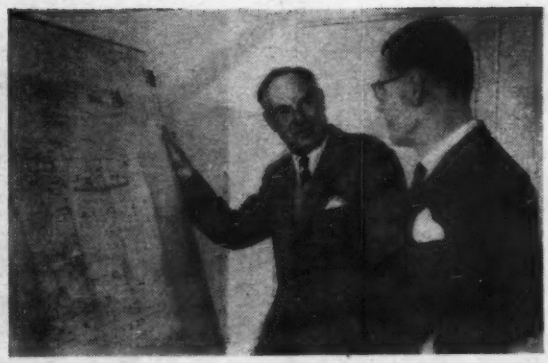
The long chassis carries either pick-up body with enclosed cab or a 10-seater station wagon, and again countless extras are available, such as a special high-quality interior trim which includes sponge rubber armrests on the doors. Both station wagons have a double-skin roof for heat insulation in tropical climates.

The wide range of tyres recommended have all been exhaustively tested before being standardized, and Mr. Maurice Wilks, Technical Director and the man deserving a large proportion of credit for the Land-Rover, has enjoyed himself discovering the vehicle's potentialities on the sands and mud of his coastal farm in Anglesey. I asked Mr. Wilks why the Land-Rover, which is powered by the 4-cylinder "60" engine, differs from the car in having a cast-iron head.

It was, he said, partly to keep the price down, and partly because there was no telling what liquids might be used as coolant in distant parts, iron being less corrodible than aluminium. He felt the advantages of light alloy heads were much exaggerated, and that their only very real benefit was the saving in weight.

Engine and gear box parts are made at the Tyseley factory, some four miles from Lode Lane, and Rovers are proud of the fact that they do all their own gear cutting. Light alloy castings house all gear box parts, and both shaft diameters and gear dimensions are to the same strength specifications as those on the powerful Rover 90. Each completed vehicle is driven four times round the Company's private test road by fault-finding experts.

One has the impression at Lode Lane of a continuous and conscientious process of improvement and development persisting behind the scenes, and there is no question of the Land-Rover having reached finality of design.



Maurice Wilks (left), Rovers' Technical Director, discusses a design detail of the Land-Rover chassis with his Chief Engineer, Robert Boyle

Nothing quite like it for cooling the blood . . . George Mackie, P.R.O. at Rovers, puts a short chassis model through its paces

ROAD IMPRESSIONS

Before leaving Solihull, I was able to watch a demonstration of some of the things a Land-Rover can do, and was later taken round the company's test ground by an expert demonstrator. We motored relentlessly up and down terrifying steep slopes, and I was shown how, whilst descending what seemed to me almost a vertical wall, we could not only stop but reverse up again. The course includes axle-deep mud full of tree stumps, and dry sections with ruts and bumps which in no time would break up a normal car.

On normal metalled roads, however, the Land-Rover changes its character, and behaves almost like an everyday car. It is warm and surprisingly rain- and draught-proof, steers better than many present day cars despite heavy, rather unyielding tyres, and cruises along happily all day at 45-50 m.p.h., the useful maximum being 60 m.p.h.

It can be whipped round corners in true sports car fashion with scarcely a trace of roll or tyre squeal, and the gear change and choice of ratios are fully in keeping, so that one can play a full part in a vigorous traffic stream.

The example tried had a heater, flashing indicators and a full house of winches and power take-offs, and one felt that there was nothing one could not ask it to do.

There are in fact three gear levers. A long one with black knob controls the four-speed and reverse gearbox, another with a red knob is pushed forwards for high ratio and pulled backwards through an intermediate neutral for combined low ratio and four wheel drive. A third lever with yellow knob engages four wheel drive on the high ratios. All this is far simpler than it sounds, especially since one decides on the ratio and drive required before moving off.

Quite apart from the usefulness of having a vehicle with so many strings to its bow, there is something absolutely captivating about the way one can suddenly take to a muddy field or a steep mountain and just keep going.

RONALD BARKER.

SPECIFICATION

ENGINE

Four cylinders. Overhead inlet valves, side exhaust. Bore and stroke 77.8 mm (3.063in) × 105 mm (4.135in), capacity 1,997 c.c. (121.8 cu in). B.h.p. (max.): 52 at 4,000 r.p.m. Torque (max.): 101 lb ft (14m kg) at 1,500 r.p.m. Compression ratio: 6.9 to 1.

DIMENSIONS	Wheelbase 7ft 2in. ft	in	8ft 11in ft	in
Track	4	2	4	2
	(1.27m)		(1.27m)	
Ground clearance		8		8¾
	(0.20m)		(0.22m)	
Turning circle	37	0	48	6
	(11.3m)		(14.78)	
Overall length	11	8¾	14	5½
	(3.58m)		(4.41m)	
Overall width	5	2½	5	2½
	(1.59m)		(1.59m)	
Overall height (max.)	6	4	6	6
	(1.93m)		(1.98)	

PAYLOADS

7ft 2in wheelbase
3 persons and 1,000lb (453.6kg)
8ft 11in wheelbase
Roads: 3 persons and 1,500 lb (680.4kg)
Rough: 3 persons and 1,200 lb (544.3kg)
8ft 11in station wagon
Roads: 10 persons, or 6 and 700 lb (317.5kg)
Rough: 8 persons, or 6 and 400 lb (181.4kg)

PRICES IN U.K.

7ft 2in wheelbase vehicle: £585 (no purchase tax).
8ft 11in wheelbase pick-up: £655 (standard) (no P.T.). £675 (de Luxe) (no P.T.)
Station wagon, short wheelbase: £645 basic, £968 17s total (incl. tax).
Station wagon, long wheelbase: £750 basic, £1,126 7s total (incl. tax).
Fire engine, short wheelbase: £925 (no P.T.).

LIFEBLOOD of our standard of living is our exports; here one more of the huge cases in which cars made in Britain are taken to the other side of the world, is slung aboard ship for the voyage

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Spring Feeling

Congratulations from a Reader. I feel I must write to congratulate *The Autocar* on its Spring Number, which means everyone who helped to produce it. It is full of interest right through, and no one can now say that the touring side of motoring has been neglected, although the sports enthusiasts are also catered for.

I have taken *The Autocar* without a break over quite a considerable number of years, and the present spring issue is by far the best I can remember reading. The advertisement pages are also well worth a careful perusal, particularly as regards accessories, which always interest me. If you care to print the above paragraph it would show that at least one of your readers appreciates the fare you have set before him this spring time.

Rugby, Warwickshire. G. C. ELLIS.

A Warning

B.M.A. on Carbon Monoxide Danger. The Science Committee of the British Medical Association recently discussed a question of great importance to all motorists, to which I have been asked to draw your attention.

The question discussed was the danger of carbon monoxide poisoning from exhaust fumes, when a car is in heavy traffic with its heating apparatus switched on. In most cars the air intake of the heater system is placed low down in the front of the vehicle: thus, exhaust fumes from the car ahead may easily be sucked into the car, causing a high concentration of carbon monoxide to be built up rapidly in the car's interior.

Some work has been done on this problem in the United States. Motor Vehicle Research has published a booklet called *Carbon Monoxide* in which the danger is carefully explained. However, the author points out that the danger of leaving the car heater on in dense traffic is not widely known, and carbon monoxide poisoning in such circumstances may have been the cause of many unexplained accidents.

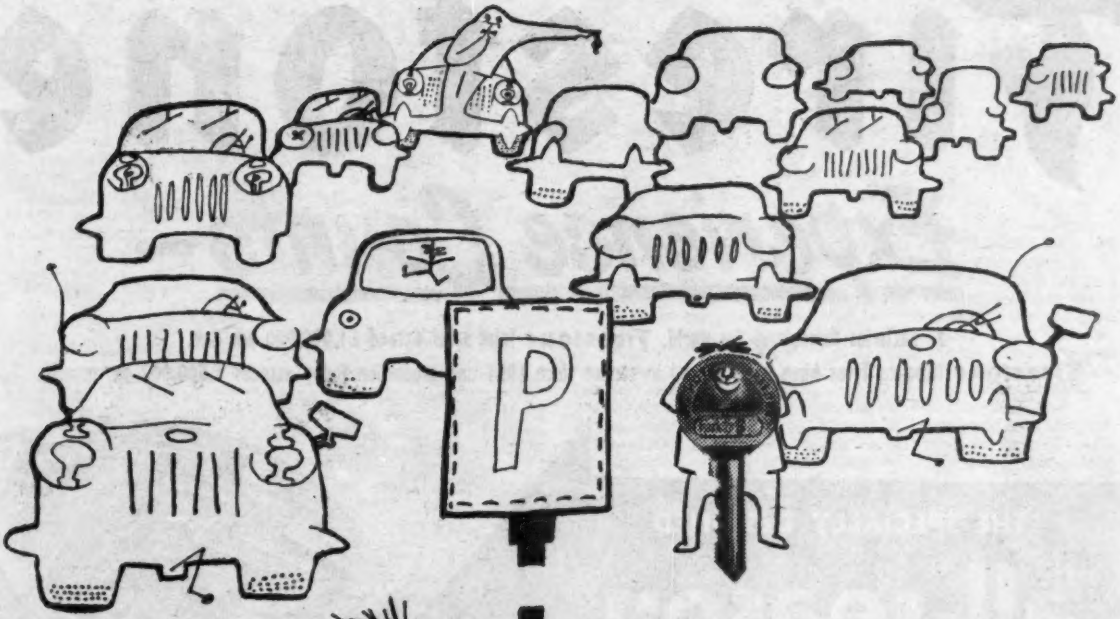
So far as I have been able to ascertain, the matter has never received widespread attention in this country. However, some motor manufacturers, aware of the danger, have taken to placing the air intake of the heater well up on the body of the car, so that the worst dangers are avoided.

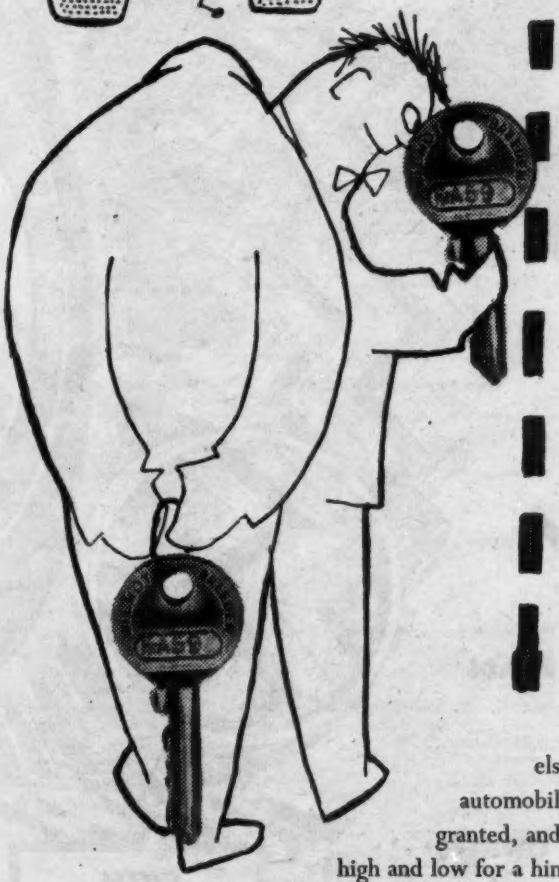
I am sure you will agree that the widest possible publicity should be given to the danger, particularly among the motoring public.

JOHN PRINGLE,
London, W.C.1. British Medical Association.

Plenty in Reserve

Assurance by a Manufacturer. Despite the fact that we make a goodly proportion of all shock absorbers used in England, we have never heard the rumour headed "Shocking" by The Scribe





On the key vive

If you have a noticing eye, you will have noticed the name Wilmot Breeden on your car ignition key. Thereupon, if you have an asking mind, you arrive at a question.

Well, who *are* Wilmot Breeden ?

Makers of keys ?

No. Not precisely . . . Makers of all kinds of equipment for the Automobile Industry — —bumpers, over-riders, handles, window-winders, locking mechanisms, radiator grilles, steering wheels — and this on such a large scale that only among the London-to-Brighton veterans will you be likely to find a British car to which they have not contributed something.

Wilmot Breeden. Dwelling in Birmingham and elsewhere in the world. Specialising in automobile components so necessary that you take them for granted, and so well integrated that you have to hunt high and low for a hint of their identity. Two words on your key . . . many parts of your car . . .

WILMOT BREEDEN ARE AT BIRMINGHAM : ALSO AT LONDON, MANCHESTER, GLASGOW, MELBOURNE, TORONTO

Firestone

Experience Counts—

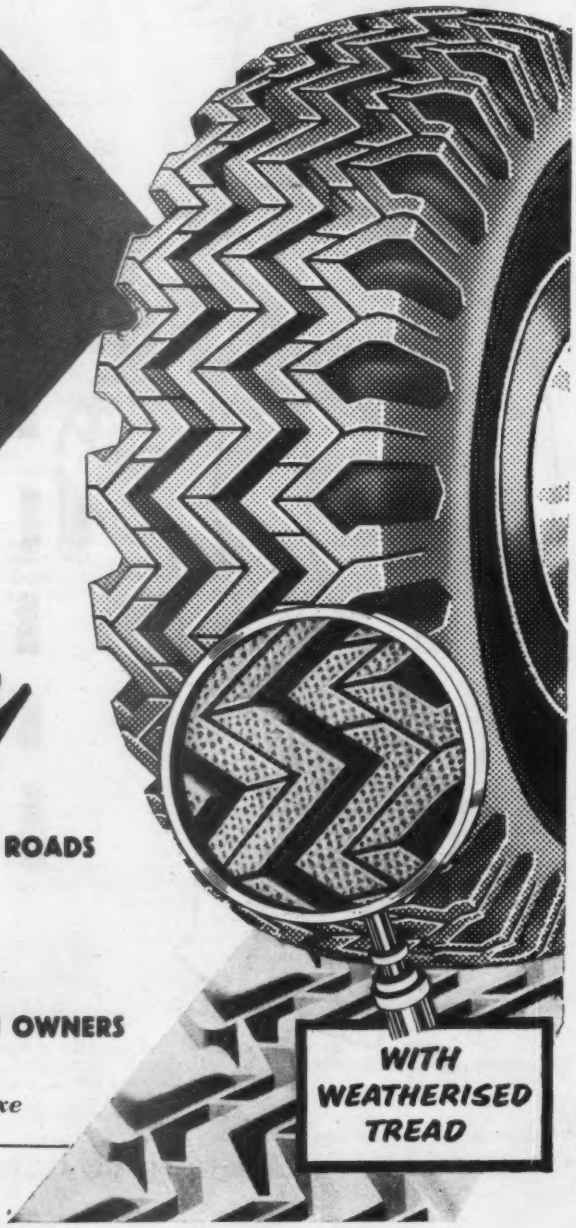
27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.
Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

THE SPECIALLY DESIGNED

all-season car tyre

FOR REAR WHEELS

Town & Country



- NON-SKID SAFETY ON WET AND GREASY ROADS
- SMOOTH RIDING AND QUIET
- LONG, TROUBLE-FREE MILEAGE
- TUBELESS OR TUBED
- ALSO OF SPECIAL APPEAL TO LIGHT VAN OWNERS

* *For front wheels fit Firestone De Luxe*

Firestone TYRES — consistently good

Correspondence

in your issue of April 27, to the effect that shock absorber manufacturers are concerned that a certain tyre reduces the life of their product.

Regarding The Scribe's last sentence, which implies that the reserve margin should be wider than might be inferred from this rumour, may we state, quite simply, "it is."

WILLIAM ARMSTRONG,
Chairman and Managing Director,
Beverley, Yorkshire. Armstrong Patents Co., Ltd.

Plymouth Savoy

A Comparison of Prices. In your issue of March 26 wherein Road Test No. 1590 of the Plymouth Savoy is published, I find a statement which indicates that the equivalent price to an American would be three hundred pounds sterling. I think that this is a misprint for *eight* hundred pounds, which is approximately equal to $2,000. As a matter of fact, a price of about £900 to £1,000 sterling would be nearer to reality for the car in California. Plumbers' mates do buy these, but you ought to correct any impressions that American cars on their home grounds are low in price.

I have enjoyed your magazine tremendously during the past year. It is a renewal of an old acquaintance made in 1928 when a room-mate subscribed to it and I began to read about Bentley, Bugatti, Riley, Alfa Romeo and others.

My present cars are 1953 Austin A.40 Sports, 1953 M.G. T.D. Mark II, and 1956 M.G. Magnette. All are giving good service, and each fits a particular family need. The large American "barges" are out as far as I am concerned.

Santa Paula, California. JAMES M. SHARP.

[The figure intended was £300, as printed. We were indicating the remarkable value for money of the Plymouth to the American public, not in terms of direct exchange but in relation to salaries, which broadly average three times those paid in this country.—ED.]

Sunbeam Rapier

"High Quality . . . Distinction." I was most interested to read your Road Test report of the Sunbeam Rapier on April 20. Quite obviously, the Rapier is a high quality car of considerable distinction. At a time when the British motor industry is being charged with inefficiency of design and engineering know-how, I think it was rather revealing to read that the Rapier had a top speed of between 85 and 90 m.p.h., first-class acceleration and road holding and, what is even more creditable, an overall fuel consumption of 34 m.p.g. The Volkswagen, in comparison, has a maximum speed of 68 m.p.h. and a petrol consumption as low as 30.8 m.p.g.

I mention these figures without comment, but could it be that British design is not so bad after all?

Harrow-on-the-Hill, Middlesex. GILBERT DE VOS.

What is a Sports Car?

"Fun and Games" Definition. For many years I have been an admirer of the erudition of your contributors, but this week I am sadly disillusioned since even the learned Michael Brown is unable to define a Sports Car.

I would suggest that any mechanically propelled vehicle used primarily for "Fun and Games" comes in this category.

Birmingham 17. W. C. CHESHIRE.

Position of the Gear Lever

Crisp, Precise, Increased Pleasure. Mr. Ferguson's snub (April 27), I regret, causes in me no shame. In the past few years I have owned three cars with steering-column gear levers, and must have driven about 100,000 miles with this contrivance. I have also sampled several other examples. Of mine, only one was trouble-free, and while it certainly served to change gear, there was always a certain lack of precision inseparable from the many rods and linkages involved.

I have now a car with a floor lever—from no sense of "inverted snobbery," but because of the increased pleasure that crisp and precise gear-changing can afford. I'll believe that the steering-column lever is better when I see it on Grand Prix cars. In the meantime I shall try to stick to such old-fashioned fittings as bucket seats, hand-brake *lever* (let Mr. Ferguson have an umbrella, by all means) and starting-handles. I have had a flat battery on a streaming wet night, with no willing pushers handy, and I have had worn linkages which made gear-changing a nightmare. Too much "modernity" is thrust on us by the stylists, the sense of fitness for purpose being forgotten. In view of Mr. Ferguson's epithet I sign myself,

Newbury, Berkshire. BONS.

Emphasis on Service

"Why Not Quote Octane Rating?" In the United States petrol and oil are sold at service stations, from each of which only one brand of petrol is obtainable. However, the emphasis is on *service*. When a customer arrives the attendant washes the windshield; then takes the order for petrol and—without more ado—checks oil and water, showing the motorist the oil level on the dip stick.

If just one of the major oil companies in this country was to issue instructions to its retailers to provide service, the effect on sales would be enormous; after all, the quality of petrol itself varies negligibly from one manufacturer to another.

This might be disputed by some; I suggest to the companies that, instead of making meaningless claims in their advertisements—e.g. "Highest Octane" and the like—they quote the actual octane rating of their products.

Dorking, Surrey. (Dr.) G. N. LANCE.

Rubber Overriders

Rovers Had Them in 1937. I note that the Germans have brought out a rubber overrider—a very good idea. But Rovers had them on their 1937 cars; for some reason, only known to Rovers, they discontinued them. I suppose we now might have them back now the Continent or the U.S.A. have again thought of them.

Edgware, Middlesex. J. J. HORWICH.

Spares Trouble

In the Wrong Channel? When we hear of our car export markets being lost to our foreign competitors, is it the car, or is it spares trouble?

I own a 1953, two-door, 8 h.p. popular saloon; eight weeks ago I tried to purchase a set of window channels for the driver's door. I covered most of the north-west area without success; eventually, on writing to the Service Depot concerned, I was informed that I should have no trouble if I placed the order with our local dealers. This I did, and the channels soon arrived complete with the correct parts label but, alas, for the near-side door instead of the driver's door. This has happened on two occasions, and on trying out of town I have had the same results, leaving me still with a rattling off-side window.

Has anyone else experienced anything like this or am I just unlucky?

Southport, Lancashire. R. N. P. GORE.

THE WAY to Make Em Rich is clearly signposted between Ponteland and Morpeth, Northumberland; a case in which, it may be, to travel is better than to arrive

The First 145,000 Miles

ALTHOUGH the tendency in these days is to fit a reconditioned engine in a car after, say, 50,000 miles or so, regarding the old power unit as no longer an economic proposition, there are post-war cars with 100,000 miles and more to their credit, and apparently capable of many more. Almost invariably one finds that the owners of these vehicles have specialized knowledge and experience, upon which they base a technique of driving and maintenance which reconciles the seeming contradiction of performance and durability.

An example is to be found in a 1949 Morris Oxford which has been the personal transport of Mr. J. W. Graham, of the Fairway, Wembley, Middlesex, for more than 145,000 miles and, judging by its smoothness and power in the hands of a member of *The Autocar* staff recently, has lost little of its pristine performance.

The engine has never required a replacement—not even an exhaust valve or a piston ring; in the first three months of its life the rear axle assembly was noisy, and was replaced for that reason only. It is now 2½ years—or 60,000 miles—since the head was removed for decarbonizing, and there is no apparent reason why it should be lifted in the near future. Compression is good, and Mr. Graham is minded to leave well alone.

Though the car "slept out" often during the recent cold weather, the car always started readily, and indeed has always done so. Care has been taken to ensure that the plugs were always in good order. The starting drill is to depress the clutch pedal, turn the engine over a few times with the ignition switched off, then switch on and start. It works so well that Mr. Graham cannot remember having had to use the starting handle.

Recently there has been a little evidence of cylinder bore wear—the oil consumption has crept up to a little under a quart per thousand miles. Petrol consumption is around 27-28 m.p.g. in London traffic, and well over 30 m.p.g. on the open road.

Mr. Graham's relevant expert knowledge is that he is technical director of Hope, Hartope and Co., Ltd., a London firm of lubrication specialists. He attributes the long life of his engine primarily to the use of a multigrade, colloidal graphite oil of his own blending—he was experimenting with such an oil in 1936, though it was then too expensive for commercial production.

Second material factor is the use of a device which injects upper cylinder lubricant at every cold start, for Mr. Graham does not think an addition to the petrol is so efficient.

The car has to work hard for its living—it runs daily across London from Hammersmith to Millwall and back, does many fast trips in the Home Counties and fairly frequent journeys to the Midlands and the north. The driving technique is largely what one would expect—the engine is allowed to warm at a fast tick-over, with the choke closed as soon as possible; second gear is used from standstill except on an up gradient or when the car is heavily laden. The gear box is used freely, but not the accelerator pedal, and the engine is never allowed to labour.

Normal maximum in the indirect ratios is usually about 20 m.p.h. in second gear and 30 m.p.h. in third; open road cruising is mainly around 50 m.p.h., or up to 60 m.p.h. if the driver is in a hurry. The maximum (a speedometer 73 m.p.h.) is seldom used.

The non-expert owner-driver who models his maintenance and driving technique on such an example may well enjoy similar service from a production line model from a British factory.

FOREIGN CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
ALFA ROMEO		
1300 Giulietta ...	1,150 0 0	1,726 7 0
Sprint Spyder ...	1,410 0 0	2,116 7 0
1900 Super	1,750 0 0	2,626 7 0
T.I	1,900 0 0	2,851 7 0
Primavera coupé ...	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,751 7 0
B.M.W.		
Type 501	1,377 0 0	2,066 17 0
8-cyl. limousine ...	1,638 0 0	2,458 7 0
Type 502 limousine ...	1,792 0 0	2,689 11 0
Type 503	2,975 0 0	4,463 17 0
Fixed head coupé ...	2,975 0 0	4,463 17 0
Type 507	2,800 0 0	4,201 11 0
Isetta Motocoupé ...	292 0 0	439 7 0
BORGWARD		
Isabella 60	806 2 11	1,210 11 5
Coupé...	1,248 13 10	1,874 7 9
Station wagon ...	850 1 9	1,288 9 8
Isabella TS	916 15 0	1,376 11 8
Pullman 2400 ...	1,409 2 1	2,115 0 2
Saloon (Hansamatic)	1,501 7 0	2,253 7 6
BUICK		
43 Riviera saloon ...	1,725 0 0	2,588 17 0
63 Riviera saloon ...	1,925 0 0	2,888 17 0
53 Riviera saloon ...	2,050 0 0	3,076 7 0
52 saloon	1,995 0 0	2,993 17 0
69 Estate Wagon ...	2,025 0 0	3,038 17 0
CADILLAC		
6219 saloon	2,525 0 0	3,788 17 0
6239D saloon de ville	2,750 0 0	4,126 7 0
6267 convertible ...	2,750 0 0	4,126 7 0
6019 special saloon ...	2,900 0 0	4,351 7 0
6267s Eldorado ...	3,400 0 0	5,101 7 0
D.K.W.		
Saloon de luxe ...	656 0 0	985 7 0
Fixed-head coupé ...	665 0 0	998 17 0
Four-door saloon ...	690 0 0	1,036 7 0
Cabriolet	820 0 0	1,231 7 0
FIAT		
600	412 10 0	620 2 0
1100	578 10 0	869 2 0
1100 TV	750 0 0	1,126 7 0
1400A	774 0 0	1,162 7 0
1900	980 0 0	1,471 7 0
FORD (Canadian)		
Mainline 4-door ...	1,207 0 0	1,811 17 0
Customline 4-door ...	1,245 0 0	1,868 17 0
Fairlane Town 4-door	1,283 0 0	1,925 7 0
Fairlane Club 2-door	1,264 0 0	1,897 7 0
Fairlane Country 4-door	1,471 0 0	2,207 17 0
Custom Ranch Wagon 2-door	1,348 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird	1,690 0 0	2,536 7 0

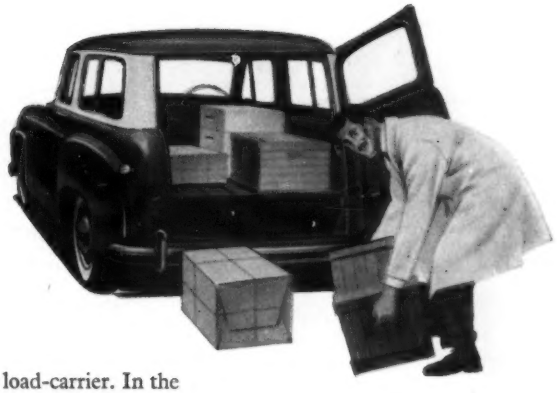
	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
HUDSON		
Rambler Super ...	1,305 0 0	1,958 17 0
Rambler Custom ...	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Cross Country station wagon	1,510 0 0	2,266 7 0
Wasp Super	1,670 0 0	2,506 7 0
Hornet Super ...	1,810 0 0	2,716 7 0
Hornet Custom ...	1,910 0 0	2,866 7 0
Hollywood hardtop ...	1,955 0 0	2,933 17 0
LANCIA		
Appia	1,250 0 0	1,876 7 0
Aurelia Series II ...	1,550 0 0	2,326 7 0
Aurelia Grand Turismo	2,115 0 0	3,173 17 0
Spyder	2,115 0 0	3,173 17 0
LINCOLN		
Première	2,432 0 0	3,649 7 0
MERCEDES-BENZ		
180	1,195 0 0	1,793 17 0
180D (diesel)... ...	1,260 0 0	1,891 7 0
190SL sports saloon ...	1,850 0 0	2,776 7 0
220a	1,552 0 0	2,329 7 0
330	2,525 0 0	3,788 17 0
300c de luxe	2,675 0 0	4,013 17 0
300s coupé	4,110 0 0	6,166 7 0
300SL	3,100 0 0	4,651 7 0
MERCURY		
Monteclair	1,518 0 0	2,278 7 0
NASH		
Rambler Super ...	1,305 0 0	1,958 17 0
Rambler Custom ...	1,380 0 0	2,071 7 0
Hardtop	1,450 0 0	2,176 7 0
Station wagon ...	1,510 0 0	2,266 7 0
Statesman Super ...	1,490 0 0	2,236 7 0
Ambassador Super 6...	1,685 0 0	2,528 17 0
OLDSMOBILE		
Series 88 Super ...	1,640 0 0	2,460 15 0
Series 98	1,985 0 0	2,978 17 0
Starfire convertible ...	2,080 0 0	3,121 7 0
PACKARD		
Clipper de luxe ...	2,206 0 0	3,310 4 9
Patrician	2,762 0 0	4,144 4 9
Caribbean hardtop ...	3,115 0 0	4,673 14 9
PANHARD		
Dyna Junior	755 15 4	1,165 0 0
Dyna de luxe	702 8 3	1,055 0 0
PEUGEOT		
203	633 9 1	952 8 2
Station wagon ...	732 17 4	1,100 10 6
403	796 2 11	1,195 11 5
PONTIAC		
Chieftain	1,450 0 0	2,176 1 2
Catalina coupé ...	1,976 0 0	2,962 8 10
Star Chief Convertible	2,050 0 0	3,073 5 0

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
PORSCHE		
Type 356	1,225 0 0	1,833 17 0
Fixed-head coupé ...	1,260 0 0	1,891 7 0
Super fixed-head coupé	1,380 0 0	2,071 7 0
Drop-head cabriolet...	1,380 0 0	2,071 7 0
Super drop-head coupé	1,500 0 0	2,251 7 0
Type 550 1500 Spyder	2,715 0 0	4,073 17 0
Carrera coupé ...	1,865 0 0	2,798 17 0
RENAULT		
750 de luxe	422 10 0	635 2 0
(Ferlec clutch) ...	442 0 0	664 7 0
Frégate 2-litre ...	699 0 0	1,049 17 0
Dauphine	512 0 0	769 7 0
Grand Pavois ...	850 0 0	1,276 7 0
Amiral	829 0 0	1,244 17 0
SIMCA ARONDE		
1300 Elysées	609 10 0	915 12 0
Grand Large	662 0 0	994 7 0
SIMCA VEDETTE		
Trianon	891 0 0	1,337 17 0
Versailles	938 0 0	1,408 7 0
Régence	1,053 0 0	1,580 17 0
Marly station wagon...	1,225 0 0	1,838 17 0
SKODA		
440	560 0 0	841 7 0
1200	630 0 0	946 7 0
STUDEBAKER		
Champion Custom ...	1,267 0 0	1,901 17 0
Commander	1,387 0 0	2,081 17 0
President	1,449 0 0	2,174 17 0
VOLKSWAGEN		
Standard saloon ...	422 10 0	635 2 0
De luxe	492 10 0	740 2 0
Convertible	670 0 0	1,006 7 0

British Lightweights

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
A.C.		
Petite	289 3 9	362 3 3
Petite de luxe ...	313 3 10	392 3 3
BOND		
Mark C Minicar ...	221 10 0	278 13 2
Minicar de luxe ...	242 0 0	304 7 8
Family	242 0 0	304 7 8
Family de luxe ...	254 2 1	320 4 1
FAIRTHORPE		
Mark IM	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark IIIE	332 14 0	500 8 0
GORDON		
Standard	239 8 3	301 2 9
De luxe	250 13 5	315 5 4
RELIANT		
Regal coupé	322 0 0	403 3 6

Take it all...



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PRESCOTT RECORDS FALL

43.65sec by Christie: New Ladies' Record

Michael Christie negotiates the Esses in the 1,100 c.c. Cooper-J.A.P. during his record-breaking climb of 43.65sec

DURING the recent practising weekend, and again in practice for last Sunday's event, the Prescott hill-climb record had been unofficially broken several times, the fastest ascent of all being Tony Marsh's 43.27sec during the Sunday morning's dress rehearsal. As so often happens, he could not strike quite the same form when it really mattered, and it fell to Michael Christie's 1,098 c.c. Cooper-Climax to beat Ken Wharton's previous best-time-ever of 43.70.

Wharton was there, but it was not his day and he could not better 44.15, while Tony Marsh, the unofficial holder, recorded times of 43.91 and 43.75. Pauline Brock made two extraordinarily nimble climbs in J. B. Welton's Cooper 500, in each of which she broke Betty Haig's ladies' record of 49.64, which had survived for nearly six years. Miss Brock's times were 48.35 and 48.08.

In the class for sports cars of unlimited capacity, there was some keen competition aimed at E. P. Scragg's class record of 47.40, and G. Parker's supercharged Jaguara bettered this on both runs with 47.18 and 47.16. From these times it will be clear that the day was fine and the course dry—in fact, there was glorious spring sunshine, and the paddock and spectators' car park were rich with apple and cherry blossom. Prescott's face has been lifted since last year by the uprooting of many trees, and spectators now have a much improved range of vision.

Yet more trees are scheduled to be cleared, to give Semi-circle onlookers a glimpse of Orchard, and vice versa; moreover, the enterprising Bugatti Owners' Club, which owns the hill, has further tentative schemes in mind for continued development of the course. Spectators and their cars are now admitted to the hillside lying between the course and the return road, whence they have a fine panoramic view of most of the 880 yards.

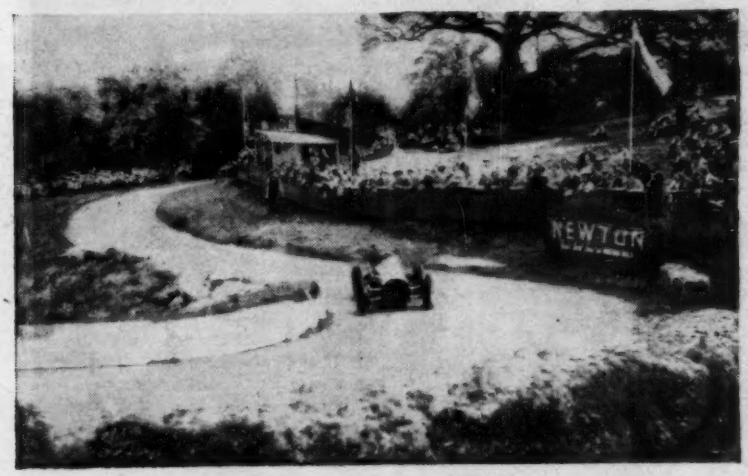
Among the formula I racing cars, it was good to see Paul Emery at the wheel once more, this time in the 2½-litre Alta-engined Emeryson, which he shared with R. Fielding. Between them they carried off first and second places in the class. Fielding, having recorded an impressive 45.77 on his first run, went scrumping at Orchard on his second.

Dr. Tony Taylor's spidery Caesar Special was tended in the paddock by Dick Caesar himself, and this time reached the summit in 48 very exciting seconds—the best yet for this device and driver. Orchard and Pardon had a fair share of excitement during the afternoon, the greatest entertainment being provided by J. H. Brooks in a Cooper-M.G., which nearly tipped over at Pardon and made the wooden garage there rock violently. Somehow, neither he nor the car was damaged.

Ivor Bueb seemed just as at home in his Cooper 500 as in the Mark VII Jaguar at Silverstone the previous day, but Boshier-Jones beat him by 0.11sec. The Formula Libre class was rich in E.R.A.s, Stuart's ex-Gerard sounding the crispest. John Broad, however, drove with more fire and dexterity—45.63.

The sports car classes were hard-fought, a notable effort among the 1,100s being MacDowel's third place to Marsh and Sopwith (all in Cooper-Climaxes), the best times of these three varying by only 0.32sec. P. A. Everard's Cooper-Aston Martin (with DB2 engine), which won the 1954 Empire Trophy at Oulton Park in Alan Brown's hands when Bristol-engined, looked and sounded superb, and won its class with ease.

In the handicap contest for Bugattis, the noise and excitement of Peter Stubberfield's Type 35B were much missed, but there was a representative selection from R. C. Symondson's 57S drop head coupé to Ted Roberts' (Editor of *Bugantics*) Type 43. All were immaculate and æsthetically pleasing to believers in *pur sang*. Another Bugatti present was J. Lemon Burton's palatial Royale of 78 h.p., which opened the course at very low engine r.p.m.



The Alta-engined Emeryson won first and second places in the class for Formula I racing cars. Here Paul Emery enters Orchard corner during his first run

RESULTS

Fastest Time of the Day: Cooper-J.A.P. (M. A. H. Christie), 43.65sec.

Sports cars up to 1,100 c.c.: 1, Cooper-Climax 1,098 (T. Sopwith), 47.12sec; 2, Cooper-Climax 1,098 (A. E. Marsh), 47.31sec; 3, Cooper-Climax 1,098 (M. G. H. MacDowel), 47.44sec.

1,101 to 1,500: 1, Lotus 1,498 (T. G. Cunane), 48.54sec; 2, Fiat-B.M.W. 1,498 (J. H. Gee), 49.95sec; 3, Cooper-M.G. 1,466 (J. H. Brooks), 49.97sec.

1501 to 3,000: 1, Cooper-Aston Martin 2,580 (P. A. Everard), 49.18sec; 2, Lotus-B.M.W. 1,996 (W. S. Perkins), 50.65sec; 3, A.C. Ace Bristol 1,971 (E. Rudd), 50.70sec.

Over 3000: 1, Jaguar 3,442 (G. Parker), 47.16sec (new class record); 2, H.W.M.-Jaguar 3,442 (R. Fielding), 47.72sec; 3, H.W.M.-Jaguar 3,442 (E. P. Scragg), 48.79sec.

Racing Cars: Formula 1: 1, Emeryson 2,488 (R. Fielding), 45.77sec; 2, Emeryson 2,488 (P. R. Emery), 46.45sec; 3, Caesar Spl. 1,991 (W. A. Taylor), 48sec.

Formula 3: 1, Cooper 499 (D. Boshier-Jones), 45.52sec; 2, Cooper 500 (I. Bueb), 45.63sec; 3, Cooper-J.A.P. 497 (H. C. Taylor), 45.74sec.

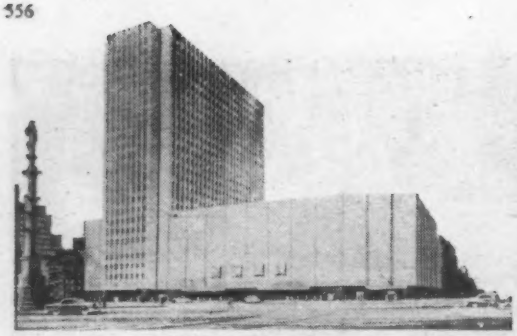
Formule Libre (four or more cylinders): 1, E.R.A. 1,488 (J. Broad), 45.63sec; 2, E.R.A. 1,488 (C. Summers), 47.41sec; 3, E.R.A. 1,488 (J. Stuart), 47.5sec.

Formule Libre (two cylinders): 1 Cooper-J.A.P. 1,098 (M. A. H. Christie), 43.65sec; 2, Cooper-J.A.P. 1,098 (A. E. Marsh), 43.75sec; 3, Cooper-J.A.P. 1,100 (K. Wharton), 44.15sec.

Bugatti handicap: 1, Type 37 1,496 (M. Hatton), 49.32sec; 2, Type 37 1,496 (P. J. Gaskell), 50.22sec; 3, Type 51 2,262 (E. Robins), 50.25sec.

Fastest time by a woman driver: Cooper 500 (Pauline Brock), 48.08sec (record).

G



A New Spirit Abroad

INTEREST FOR BRITISH CARS AT THE NEW YORK SHOW

New York

A REASSURING spirit of promise prevailed at the New York international automobile show which opened on April 28 and has now closed. A contact was established between the exhibitors and the public, the basis of which lay in the desire to satisfy on the part of the exhibitors, coupled with serious interest from the public. This new spirit apparent in the American market is partly the fruit of vigorous efforts which have been made by the British S.M.M.T. during the past year.

It was the first truly international show held in the U.S.A. for many years, featuring products of most of America's and the world's leading makers. It was also the first to be held in New York's new $35,000,000 Coliseum, said to be the largest structure of its kind. Although essentially a very plain building, it is efficient in operation and is certainly well lighted—a fact which most exhibitors think to be its finest feature.

The New York show appeared to be the turning point in selling imported automobiles in the United States. Several exhibitors have been very frank in admitting their mistakes of the past where marketing in America has been concerned, while at the same time vowing that past omissions would not be repeated. For some companies, particularly the Swedish SAAB and Volvo, it marked the beginning of their sales efforts in this country, and those who felt the two Swedish firms had sanguine hopes had only to look at the record of Simca sales in California where, in less than a year, the make has moved up to outsell every other foreign car but Volkswagen.

The show gave American buyers their first look at many new British and Continental models. An obvious hit was the 2.4-litre Jaguar, which is a far handsomer car than any photograph has yet been able to convey. Although one could wish it carried a price tag of less than $3,700, there is no doubt that it will find a ready sale.

The M.G. A is certainly another hit, and the principal concern around this stand must have been whether the cars could be supplied fast enough to meet the demand. The ground M.G. sales lost in this country during the latter days of the TF model and the long period when production of the A was getting under way, should be regained in short order—providing deliveries are made.

It seems inevitable that visitors should be drawn like magnets towards high-performance automobiles. The extensive exhibit of Triumph TR3s always attracts a large number of viewers—particularly the all-white car—as do those of Austin-Healey, Jaguar and, of course, the Continental contingent of Porsche, Alfa-Romeo, BMW, Mercedes, Lancia, Maserati and Ferrari. On the latter's stand, there was an especially handsome 4.9-litre coupé by Pinin Farina, finished in an unusual iridescent tan. Number 17 was also on display—the 3.4-litre Monza model that Fangio and Castelotti drove to first place at Sebring. And on the Mercedes stand, a 300 SLR riding piggy-back on one of the Mercedes' high-speed transporters was certainly a centre of attention.

In some ways, the public's interest in the small sedan was one of the most impressive features. The "wise-cracks" and frequently derisive comments about half-pint cars, so often heard at past showings in New York of European cars, seemed to be quite absent from this Show. The utility and good sense of the small family car is catching on, a fact fully apparent in the interest which visitors showed in this type of car.

The gay colours and elegant leather interior of the Sunbeam Rapier were given much attention, just as surprisingly large numbers were expressing real interest in even smaller and more utilitarian cars such as the SAAB, Renault Dauphine and Hillman Husky. A disappointment to many is the non-appearance of a Fiat 600 display. On the other hand the new range of British Fords drew its share of the crowd.

On the subject of small cars, it was interesting that Volkswagen is not a Show exhibitor. There have been a lot of rumours about the reason, the most

Stage for the New York show was the Coliseum, a new building which pleased manufacturers for the excellence of its lighting. Visitors showed much interest in the Jaguar stand, particularly the 2.4-litre, which proved better than any motorist had imagined from photographic impressions

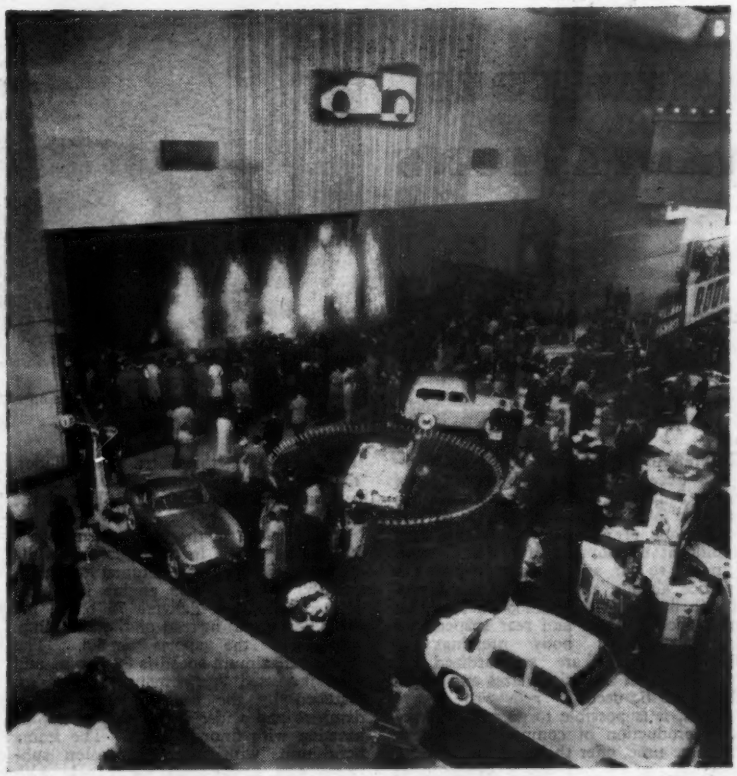
common being that Volkswagen wanted to lease a large share of the hall and when this was denied, declined to exhibit at all. Whatever the truth, the company has suddenly run large advertisements in leading New York newspapers to say "More Americans Buy Volkswagens than All Other Imported Cars Put Together!" People are then entreated just to come across Central Park from the Coliseum to see these cars at a nearby dealer's showroom.

There were three futuramic cars, plus the very special Gaylord, which has already been exhibited abroad. On one count or another all three disqualified themselves completely as sensible designs for future use. The Lincoln Futura and Packard Predictor are of such leviathan proportions that no one would relish the thought of handling them in traffic. Nor would most enjoy the isolated feeling created by the twin plexiglass canopies covering the cockpit of the Futura.

The third car, the Astra-Gnome, has the merit of compact size and good visibility, but little else. The instrument panel features what is termed a Celestial Time Zone Clock, which rotates every 24 hours and shows over 400 stars, the larger ones marked in diamonds! The Astra-Gnome has a Nash Metropolitan chassis.

In recent months there has been a good deal of speculation on what reception the DS19 Citroen would receive in this country. Citroen, for the first time, have established a distribution organization in the States, and the opening of a fine new showroom and sales centre in New York City more or less coincided with the International Show. Although a very unusual automobile, there are signs that its ingenious mechanical features are overcoming whatever resistance some might have had to its styling. The Citroen stand seemed to be constantly swarming with people and a substantial number of orders were reported. Seat comfort was an important factor for those ready to be favourably impressed.

J. BRUCE MCWILLIAMS.



Fountains form a spectacular back-drop for the Rootes exhibits, which are flanked by the Arnolt Bristol and (foreground) an example from the Rover factory and, just visible, the nose of a Triumph TR3

Futuristic models such as the Gaylord find their way to every show. This car has a retractable hardtop and a chassis set in rubber (as well as very pointed "ears"!)

A COUNTRY-WIDE PROBLEM

THOSE who work in a capital city where the parking problem is acute have watched with interest the battle fought in Glasgow against proposals to ban parking in the central square mile of the city. Honours have gone to the objectors at present, and the plan is to be deferred for further consideration, while streets in the area are examined one by one, and the parking question considered individually. The motoring organizations and others had criticized the plan because, they said, it was a confession of failure to provide adequate parking facilities.

In the autumn, a drive will be launched by the Roads Campaign Council for better roads and an improvement of traffic conditions north of the border.

To the average motorist from the south, however, his local conditions seem far worse than those experienced anywhere in Scotland. The Council is also to conduct a campaign through the most badly congested areas, starting with the West Riding in April; the Great North Road in May; Lincolnshire and Staffordshire in June and the beginning of July, and travelling down to the south coast holiday resorts for the packed season of August. The crusade was launched on April 5 from London's Festival Hall and, as before, will have the object of better roads, the need for which will be publicized by films, models and photographs. A stage-coach again leads the way, emphasizing that the traffic of today travels on routes intended for horse and carriage.

MERCEDES VARIATIONS

The 190 saloon has distinctive air intakes on either side of the classical Mercedes radiator grille

Three New Models are Adapted from Current Range

THREE new models have been introduced by Daimler-Benz, Ltd., of Stuttgart. None constitutes in itself an entirely new design, as all are adaptations of existing models. It is a significant development for the German firm, in so far as they are following a practice already employed by the bigger British firms. This method ensures that units such as front and rear suspensions and sheet-metal body pressings of different models are standardized, to enable engines of various sizes and stages of tune to be used.

Thus, it is possible to go in for large-scale production of components and, at the same time, offer the customer a wider selection in various price grades. It enables the purchase price to be kept low and ensures that there is a large degree of interchangeability of spare parts.

As before, the Mercedes range includes three basic types, powered by the 1.8-litre four-cylinder engine, which is retained in its petrol and diesel form, the 2.2-litre six, and the three-litre six-cylinder. These are supplemented by the high-performance coupés, the 190SL and the 300SL.

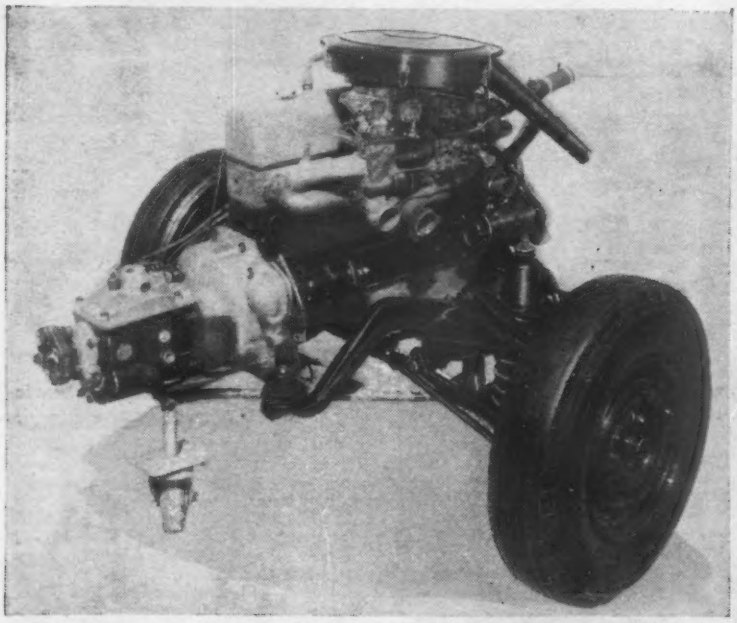
The smallest of the new models is the 190 saloon which, in effect, combines the engine of the 190SL in detuned form with the 180 saloon. The engine has been derated, and now delivers 75 b.h.p. net (85 b.h.p. gross) instead of the 120 b.h.p. offered in the sports model. The claimed maximum speed is 87 m.p.h., and this increased performance has been matched by the use of larger spring dampers and wider brake shoes, in conjunction with finned drums. The frame floor unit, with front suspension sub-frame and single joint swing axle with low positioned pivot, is the same as is used in the Type 220.

The second new model—designated 219—combines the 180 chassis and body with the 220 six-cylinder engine. It produces 85 b.h.p. net (92 b.h.p. gross) to give a claimed maximum speed of 92 m.p.h. Servo assistance for the brakes is available, but only as an optional extra, whereas on the 220 it is a standard fitting in view of the higher performance of this model.

Most powerful of the new cars is the 220S which supersedes the previous 220A, but the performance has been increased considerably by the use of two twin-choke downdraught carburettors which have raised the net output from 85 to 100 b.h.p. (112 b.h.p. gross). The operating speed of the engine has been raised to 6,000 r.p.m. maximum, and the makers claim a genuine 100 m.p.h., with lively performance in the gears resulting from the flexible power curve.

This latest announcement from Mercedes stresses the determined efforts which they are making to capture a bigger share of overseas markets. The price of the 180 has been cut from 9,450 D. marks to 8,700 D. marks (approx. £765 to £725 sterling). The 190 limousine is to be marketed at the same price as the previous 180. The 219 is offered at the extremely competitive price of 10,500 D. marks (£892), which is approx. 16 per cent cheaper than is the 12,300 D. marks (approx. £1,060) of the high-performance 220S. These prices are significant, particularly at a time when British manufacturers are having great difficulty in holding their existing levels.

All models have a traffic signalling light on the side of the body, in addition to those at the front and rear, to comply with new Continental traffic regulations, and can be supplied with a sliding roof as an optional extra.



The 220S engine is fitted with two twin-choke Solex downdraught carburettors of the compound type, in which the primary choke of each operates in the lower speed range; the secondary choke is brought into operation mechanically at the higher speeds. The engine is mounted at four points on the front suspension sub-frame, which is common to all three new models

AMERICA'S CAR POPULATION

ESTIMATES published by the U.S. National Safety Council in Chicago show that, at present rates of production and development, America may have 82,000,000 cars on the road in 10 years' time. This figure would be an increase of 20,000,000 over the present total. Under unaltered circumstances, the annual death roll from traffic casualties would reach 53,000. A five-point plan was put forward to reduce the existing accident rate, and it is interesting to note the difference between the American attitude to this problem and the attitude prevailing in this country. First proposal was: Give every community the facts on how its traffic safety programme compares with recognized standards; secondly: *Build as many miles of safe, modern highways as possible—and as fast as possible.*

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3RD D. Titterington - - CONNAUGHT

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2ND Stirling Moss - - ASTON MARTIN

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MY FIRST MILLE MIGLIA

by Sheila van Damm

IF you have ever driven a family sports saloon at 96 m.p.h. in darkness and a blinding rain-storm, along roads lined with excited Italians—then you will know what the Mille Miglia thousand-mile road race is like. It has just happened to me for the first time, and it has been an unforgettable experience.

I drove in a new Sunbeam Rapier with Peter Harper, a team-mate of mine in many international rallies. This time, as before, we were members of the Rootes Group official works team. It was our first Mille Miglia—indeed, it was the first motor race for both of us—and it demanded a completely new driving technique.

After the race we were told that we had been driving under the worst conditions ever experienced in a Mille Miglia. Hearing that, I did not feel quite so badly about those hectic moments I had experienced when sitting in the passenger seat beside Peter during my non-driving period. It is always worse, of course, in a race to have to sit and do nothing, but if I must do so, I would rather have Peter Harper at the steering wheel than almost anyone else I know.

At the finish, after one thousand miles and fifteen hours motoring, we found that we had come second in our class, beating a strong contingent of Continental cars, including a number of specially prepared Porsches.

Our average speed on the first 600 miles section to Rome was 72 m.p.h. and our final overall average for the race was 66.3 m.p.h.—an average maintained in weather so bad that the winning twelve-cylinder Ferrari averaged only 85 m.p.h.—considerably less than last year's record figure. (Stirling Moss won at 97.99 m.p.h. in a Mercedes.)

Our car, although it had been fully tested, had never before taken part in an international competition event of any sort; it was a 1,390 c.c. four-cylinder family sports saloon, not a racing car, and we were in a class which catered for 1,600 c.c. models. The Sunbeam Rapier, however, did us proud—we exceeded 96 m.p.h. on many stretches and she clung to those shiny, wet mountain bends like a limpet.

The race, itself, for me is rapidly merging now into a rather hazy hotch-potch of blurred faces slipping past the window, and near-torrential rain beating down on the bonnet and hard top. Certain highlights, however, stand out like milestones on a moorland road.

The whole atmosphere before the race, for instance, was unlike anything I have ever known before. Brescia—indeed, the whole of Italy—seemed to be *en fête* for the event, and there was a carnival atmosphere about the place that was infectious.

Recalling those few days of preparation, I must thank my old friend, Stirling Moss, who gave me many tips on the circuit and its snags. We were sitting in a café in Brescia before the start when Stirling joined us for a cup of coffee. In no time at all the place was inundated with small boys waving autograph books. We slipped away quietly, and I heard later that Stirling had been sitting there signing steadily for nearly two hours.

The start itself I shall always remember. Each competitor was sent off at minute intervals out into the night and the rain. Eventually our turn came and I drove the car on to a yellow ramp, four feet high, into a blaze of light. Thousands of people were watching and shouting from stands specially erected, and voluble Italian was issuing from the loud speakers of the public address system. It was a relief to get away and to take that first bend, where many a competitor has smashed his car before now.

Peter Harper and I shared the driving. Peter took the wheel for the middle section of 538 miles, and I drove at the beginning and the end.

Everywhere we found enthusiasm—an excited, happy atmosphere which not even the rain could wash away. Even in the mountains crowds were lining the roads waving us on with soaked handkerchiefs.

Along the course we saw about twelve crashes in all although, strangely enough, considering the conditions, we ourselves had very few near escapes. Once in the mountains, when Peter was at the wheel, we were roaring down a hill coming into a rather wicked bend, when the car started to slide. It was tricky for a few seconds but Peter held it, and we straightened out and accelerated away across a bridge and up the hill. Only after we were over and through did I pause to take a look back. I saw a 50-foot drop and some rather unpleasant wreckage at the bottom—just at the spot where we would have gone if the car, and the driver, had not been first-class.

We stopped four times for petrol, taking no more than thirty seconds at each stop. We were filling up at Florence rather breathlessly when my window was tapped by a grinning, wet figure who shouted "Hi." It was film star Anthony Steel, another old friend. Like the rest of the roadside crowd, he was soaked to the skin.

I had heard so much of the danger of crowds blocking the course that I was pleasantly surprised to find that, although the spectators' enthusiasm seemed to know no bounds, their common sense kept them on the kerbs. Once I caught a fleeting glimpse of a man stepping out dangerously close to us as we approached, but then I saw a policeman grab him by his coat collar and pull him back in a most unceremonious—and Italian—kind of way. Often we had to drive towards what seemed like a solid mass of people in some of the more crowded villages, but the mass always parted before us and we drove on, rather like a high-speed ice breaker.

For one thing I was grateful—we were warm and dry. Many of the people in the sports cars had to be almost lifted out of their open cockpits at the end of the race. Peter and I were not particularly exhausted at the finish, thanks to our rally training, and I think we could have carried on quite happily.

The difference between sports car racing and rallying? Not as great as one would suppose at first although, of course, the average speeds are so much higher, and the effort and the thrills are concentrated into a much shorter time. The feature which I found so strange was the intense enthusiasm of the spectators, which meant that one drove through an avenue of people for most of the race.

Whatever my personal reactions at the end of the hectic weekend, I am certain of one thing—my first Mille Miglia was a wonderful thrill.

AUTOMATIC CHOKES

What They Do And How They Work

REFERENCE in a leading article in *The Autocar* of April 13 to the operation of automatic chokes prompted the technical service division of Solex, Ltd., of London, to prepare a detailed explanation of carburettor starting devices and their functions, which it is felt may be of general interest to motorists. They define the tasks of such a device as:

To start the engine at all temperatures.
To ensure that the engine continues to run "at the kerbside" after starting.
To give the ability to drive away smoothly with a cold engine.
To provide for speeded-up idling with a not fully warmed engine.
To avoid "over-doing" any of these stages.

These objectives may, of course, be obtained either by means of dashboard control or an automatic device on the carburettor (they continue), the latter being actuated generally by the temperature of a bi-metal coil or strip. Different mixtures, both in ratio and volume, blending over the four stages, are required.

While it is difficult to match the engine's requirements exactly through each stage by an automatic method, it is often also the case that the driver does not manipulate his manual control to the best advantage.

We have all heard of drivers in winter who, firmly believing that any use of the choke, except for starting, is deleterious to the engine, consequently push their dashboard control in immediately and rev up the engine on the accelerator pedal for some minutes. This does far more damage, in many cases, than would even an over-rich mixture.

Your leader refers to the cutting out of the automatic choke at a lower temperature, in order to avoid the device being in action for the length of time set by the manufacturers. While you are right in saying that one cannot do this without risking stalling the engine at idling speeds, it is not so much because the engine requires *richer* mixture until it is thoroughly warm, but rather that it requires a bigger *volume* of mixture (in order to produce a higher idling speed, and thus prevent the higher internal frictions—arising from temperatures below normal operating ones—causing a stall).

Hence the automatic starting device, for quite a big proportion of its time in operation, is not in fact supplying a rich starting mixture, but is merely supplying an increased *volume* of idling mixture of near normal richness, in order to overcome this extra friction. No damage is being done to the engine by cylinder wall washing during this period.

Our company has developed over the years a unique carburettor starting device which can be either manual or automatic, the two types being known respectively as the "Progressive Starter" and the "Autostarter." The particular advantages of these, in each of the five stages laid down above, are:—

1. Both the volume and richness of the starting mixture are set by calibrated orifices, entirely independent of the size of the main jet required for normal running.
2. There is a weakening device, again independent of the fixed size main jet, which also increases the volume of mixture, and comes into operation as soon as the engine fires. This type of device makes it possible to avoid an over-rich mixture during the warm-up period.
3. There is an enrichment of the main jet mixture when the throttle is opened to drive away. This is required because, with a cold engine, more petrol has to reach the cylinders to produce the same amount of power as with a warm engine.
4. No linkage is used between the dashboard control and the throttle to produce the "fast idle." This minimizes the risk of loss of adjustment in service. Moreover, since in this case the fast idle mixture bypasses the throttle butterfly possible formation of ice on the latter has less effect on the fast idling mixture as a whole.
5. The enrichment provided on drive-away from cold is equally made through a calibrated orifice and, therefore, with a "starter" carburettor, enriching is limited to the amount required, thus avoiding "washing" of the cylinder walls.

These particular advantages make the wider use of "Autostarters" on engines of small cubic capacity (whose frictional resistance in proportion to their power is much greater than is the case with big American engines) a probability in the not too distant future. Already one or two models of Continental cars are fitting them in production. Doubtless, work now going on in the extremely hot and extremely cold climates to which such large numbers of British cars are exported, will soon make it possible for this device to be adopted on U.K. manufactured vehicles also.

We hope that the above has explained why even with a modern multi-grade oil it is not always possible to do without the choke the moment the engine fires, It may be quite possible to *drive* the car without the choke so soon, but until the cylinder walls, for example, are thoroughly warm, there will still be a need for the "choke" to give a "fast idle" mixture to prevent stalling on tick-over.

So although either an automatic starter or an automatic strangler may apparently remain in action longer than seems necessary, it is not washing the cylinder walls. It is, in fact, for the last part of its period of operation, only providing a speeded-up tick-over. And this is required by a small engine much more than by a large one.

Following the Tulip Trail

Interim Report of The Week's Big Rally

BY the time you read this, the survivors of the 223 cars that started on this year's 1,500-mile Tulip Rally will be recovering from their travels at Noordwijk-aan-Zee, Holland. Tomorrow comes the prizegiving and the Rally ball.

Last Saturday night and Sunday morning they set out from the nine starting points—Barcelona, Berne, Brussels, Hambourg, London, Milan, Munich, Noordwijk-aan-Zee and Paris, 27 cars choosing the London control at the R.A.C. headquarters, Pall Mall. There were 78 British entries in the rally. Mrs. Joy Cooke and Miss P. Leatherland (Ford Zephyr), Mrs. Nancy Mitchell and Mrs. Doreen Reece (M.G. Magnette) and Mrs. L. Ashfield and Miss Mary Handley-Page (Standard) started from Noordwijk.

The preliminary routes converged at Champagnole, in France, a common route leading from there to Monte Carlo, 500 miles away. Fine, sunny weather accompanied the cars along the early stages of the route, but by Champagnole, two cars had retired. One of these, a Lagonda, crewed by Gregor Grant, W. J. Allerton and G. K. Stratton, collided with a non-competing Renault at Rheims. Both cars were damaged, the Lagonda too badly to continue; Grant was not seriously injured and was treated for shock.

After arriving at Monte Carlo with its 17-hour rest period (reception by invitation of the Burgomestre and a night's sleep), they set out again on the Tuesday along a combined route through the Alpes Maritimes, French Alps, the Juras and Vosges—the beginning of the 1,000-mile journey back to Noordwijk which took them through Luxemburg and West Germany. By Monte Carlo 207 cars survived of the 223 starters, and of these 194 were unpenalized. British entries were well placed, R. E. C. and E. W. Brooks (Austin A.30) leading, with a total time of 39min 32sec for the four tests during the first stage. In second place came Wallwork and Bleakley (Standard Eight) with 40min 40sec; a Standard was also third. Competitors reached Noordwijk on Wednesday, taking part in speed tests on the Zandvoort circuit on Thursday.

Two R.A.C.-nominated teams represented Great Britain. The first of these consisted of Jimmy Ray (Sunbeam Rapier), L. S. Stross (Jaguar XK140) and R. Brooks (Austin A.30); reserve car is Frank Grounds' Jaguar XK120. Both Stross and Brooks started from London, and Ray and Grounds from Noordwijk. Second R.A.C. team was made up of Lyndon Sims (Aston Martin), J. W. E. Banks (Bristol 401), Gerry Burgess (Austin A.90), Peter Harper (Sunbeam 90) and Derek Scott (Ford Zephyr).

A full report of the Tulip Rally will be published in next week's issue of *The Autocar*.

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2nd. C. Chapman - Lotus

3rd. L. Leston - Cooper

TEAM PRIZE - COOPER and 6 out of 6 class awards

Production Touring Car

1st. I. Bueb - Jaguar

2nd. K. Wharton - Austin

3rd. J. D. Hamilton - Jaguar

TEAM PRIZE - D.K.W. and 10 out of 14 class awards

Sports Cars (over 1,500 cc)

3rd. R. E. Berry - Jaguar

TEAM PRIZE - LISTER and 6 out of 9 class awards

500 cc

1st. J. Russell - Cooper

3rd. I. Bueb - Cooper

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3RD RILEY Pathfinder

Class F (1100-1500c.c.)

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The Sport

PROUD MOMENTS

LE MANS TRIPS

DUTCH G.P. OFF

SILVERSTONE really did give a much-needed boost to flagging British spirits it was a great and genuine joy to see the British cars going so well. With the more important Monaco Grand Prix so near, only one B.R.M. started and, in the hands of Mike Hawthorn, steadily left the Lancias, Vanwalls, Connaughts and everything else behind. On the thirteenth lap the magneto drive sheared, the car coasting to a standstill with a dead engine and Mike Hawthorn returning to the pits on foot.

Because of the recent trouble with broken pistons, Connaughts decided to concentrate on finishing, rather than trying to compete with faster cars. Archie Scott-Brown was told that he could, if he found it possible, keep up with the leaders; if it proved too much of a strain he was to drop back and lead the second batch of cars. Titterington was told to lead the second batch anyway and Fairman to stay on his tail—which he did until the thirteenth lap, when he went out with a bent valve. Scotti and Mike Oliver were told to do what they liked, but to keep going. Scotti finished seventh, complaining bitterly that he didn't like the Wilson box and could have done much better with a normal gear-change.

The handling of the Connaughts did not seem to suit Silverstone, and Archie Scott-Brown's was run with smaller diameter tyres than the other cars (6.50 instead of 7.00 inch). His fastest lap in 1min 44sec could have been bettered, he reckoned, by some 2sec if he had been pressed. Just why Mike Oliver's car left the circuit at Woodcote is not yet certain. It seems that it may have been a recurrence of the brake trouble that has been experienced on one or two occasions this season. Through an unaccountable brake fade on the front wheels, the main braking power has been transferred to the rear wheels, with embarrassing results. Certainly the skid marks left by Oliver's car indicated that the back wheels had locked and the front continued to revolve. The car is not beyond repair, the majority of the damage being confined to the front suspension and the bodywork. Titterington's car was also beginning to show signs of similar brake trouble by the end of the race.

The B.R.D.C.'s efforts to convert the aerodrome circuit into more of a true road circuit had transformed the bleak and featureless track that was once Silverstone. Low parapets on the corners replaced the indeterminate marker tubs and straw bales. From the low seat of a racing car these clearly defined the curves.

LATEST REPORTS, at the time of going to press, on the Silverstone casualties are good. Both Mike Oliver and Roy Salvadori are said to be making good recoveries, and will be let out of hospital within a few days. Peter Scott-Russell, who is suffering from burns as well as concussion, will be in hospital a few days longer, but is doing well.

HORACE GOULD, the only British competitor in the Naples Grand Prix last weekend, finished second in his 250F Maserati. Robert Manzon won the race in a Gordini, covering the 152.8 miles at an average speed of 65 m.p.h.; his race time was 2 hours 20 min 43.8 sec—11 seconds faster than Gould's time. Gerini was third in a Maserati, three laps astern of Gould, and only six of the ten starters finished the race, Castellotti and Villoresi being among the retirements.

THE FATE of future Mille Miglias is to be decided on May 14, when the Italian Ministry of Public Works gathers to discuss the matter. It is felt that, as on the Dundrod circuit, some of the roads included in the course just are not safe for the speeds reached by modern sports cars. It appears that the alternatives are to ban the race altogether, to hold it part on the faster, safer sections of the route and part on a closed circuit, or, finally, to run the whole thing on a closed circuit.

REGULATIONS, entry forms, particulars and the like for the Shelsley Walsh National meeting on June 16-17 can now be obtained from the Midland A.C., 184, Bath Row, Birmingham, 15. This meeting is a qualifying event for the R.A.C. British Hill Climb, Junior Hill Climb and Sprint, and the *Autosport* Sports Car championships. Entries close May 28.

THE REPUTATION possessed by Brands Hatch of having better visibility than any other circuit seems to be in danger. On April 25, a new track was opened at Mallory Park, in Leicestershire, at which the visibility for spectators is said to be comparable with that of Brands. At the opening ceremony, Bob Gerard, in the Cooper-Bristol, and Maurice Cann (250 c.c. Moto-Guzzi) completed several laps of the (roughly) oval circuit. Gerard's fastest time was a little over 60sec for the 1.35-mile lap. The circuit is, therefore, a shade faster than Brands, which has a lap length of 1.24 miles and for which the existing lap record stands at 59.8sec to Ivor Bueb, driving a formula 3 Cooper.

First meeting at Mallory Park will be held by the Nottingham Sports Car Club on Whit Monday.

THE UNTIMELY death of John Heath seems, to all who knew him, the more tragic, following a report that he had been making a good recovery from his Mille Miglia injuries. He was the last person you would expect to have an accident—John laughingly told me as he set off on the Mille Miglia that he hadn't the least intention of hurrying.

One of the exclusive band of designer-drivers, John was managing director of H.W. Motors, whose products he drove. Though latterly, at

John Heath

the age of 42, he has raced only occasionally in the Jaguar-engined sports cars, his record in the early post-war years was impressive. The names of Segrave and Hawthorn are recorded as the only British winners of a French Grand Prix, but John succeeded in gaining a second place in the famous event in a British *sports* car—the 2-litre H.W.M.—beating such formidable rivals as Chiron, Manzon and Chinetti. Prescott sports car records, wins at Gransden and Bo'ness, a second place at Chimay and an outright win in the Manx Cup race all came his way.

Tall, good looking and perpetually smiling, John will be sadly missed from the motor racing scene. *The Autocar* offers its deepest sympathy to his wife and to his business partner, George Abecassis.

AT THIS TIME OF YEAR, when the Le Mans race is drawing near, the various travel agencies work out schemes to get people to and from the Sarthe circuit in the easiest (and cheapest) possible way. So far, details of two schemes have come in—one from H. Clarkson (Air and Shipping Services), Ltd., and the other from Quo Vadis Tours, Ltd.

In the first, passengers fly by scheduled B.E.A. and Air France flights on the Friday night from London Airport to Paris, spending the night there. Private coaches will convey them from

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The Sport

the hotel, after an early breakfast on the Saturday morning, to the circuit; the coaches will be available at the circuit for sleeping, shelter, and so on, and interpreters will be present. Immediately after the race the coaches will go direct to Le Bourget for the return flight to London Airport, whence the usual B.E.A. coaches will be available (at 5s) for the return journey to Waterloo Air Terminal. The inclusive cost of this service is £22 10s and it is limited to 100 passengers. Details can be obtained from Clarksons, at 9-10, Fenchurch Street, London, E.C.3.

The Quo Vadis service flies passengers from London Airport on Saturday morning, July 28, to Paris by B.E.A. or Air France; from there they continue to the circuit by special train. The return journey, immediately after the race, gets them back to London Airport before midnight on the Sunday. Cost of this scheme is £16 16s per person. Alternatively, arrangements can be made for departure on Friday evening, with one night in Paris (bed and breakfast only) in a good second-class hotel, and continuing to Le Mans as above. The all-in cost of this is £18 18s. Details of this scheme can be obtained from Quo Vadis Tours, Ltd., 21, Maddox Street, London, W.1.

THOUGH HIS activities were primarily in a different sphere, all who knew him were shocked to hear of the death of Fergus Anderson, following an accident in the Floreffe race. Apart from his motor-cycle racing activities, in which he was one of the foremost riders, he was also an international golf player and a brilliant journalist—his work appearing regularly in our associated journal, *The Motor Cycle.* During the 1950 season he drove a formula 1 H.W.M., appearing in events in Germany, Belgium and Italy, and he was associated with Count "Johnny" Lurani in the latest 350 c.c. Moto-Guzzi-engined Nibbio record-breaker. Last season he was competition manager of Moto-Guzzi, resigning his position at the end of the season.

THE STORY that was going the rounds during the practice days at Silverstone—to the effect that Maserati are to withdraw from racing—seems to have no foundation whatever. It might have arisen from a statement issued by Maseratis that they were not sending a team to Silverstone, and are to cut down their racing activities for the time being in order to resolve some technical difficulties. What these are they do not say, but no doubt the somewhat makeshift Bosch-O.M. fuel injection system that was fitted to Moss' car at Goodwood is among the problems.

A MONUMENT is to be erected to the victims of the Le Mans accident. It is to take the form of a simple chapel, built of white stone and standing at the first kilometre mark on the Sarthe circuit.

THE DUTCH G.P., which was to have been held on June 17, has been cancelled. The reason given by the organizers is that it is impossible to guarantee a sufficient number of entries, and that the financial risk is too great.

AT MONTE CARLO, the day after tomorrow, comes the first of the European *grandes epreuves*—the Monaco

COMING SHORTLY

MAY 11-12.—Harrow C.C. Walton and Frinton Rally and driving tests, Waters Garage, Great North Road, Hatfield, Hertfordshire, 9 p.m.
11-13.—Lancashire A.C. Morecambe National Rally, starting from Glasgow, Pontefract, Morecambe, Buxton and Luton.
12.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
12.—West Hants and Dorset C.C. Hill-climb, Blandford Camp, near Blandford, Dorset, 1.45 p.m.
12-13.—North London Enthusiasts' C.C. Radcap Rally, Red Lion Hotel, Hatfield, Hertfordshire, 7.30 p.m.
12-13.—Caernarvonshire and Anglesey M.C. Palferman Rally.
12-13.—Middlesex County A.C. Welsh Rally, Spur Road, Stanmore, Middlesex, 9 a.m.
13.—Monaco G.P.
13.—**Production car race, Spa, Belgium.**
13.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 1 p.m.
13.—Herts County A. and A.C. Speed Trial, Tempsford Aerodrome, Biggleswade, Bedfordshire, 2 p.m.
13.—East Anglian M.C. Regional driving test rally, Lavenham Airfield, Suffolk, 1.30 p.m.
13.—King's Lynn and District M.C. Hunstanton Rally, Kentford, Newmarket, Suffolk, 9 a.m.
13.—Cambridge 50 C.C. May Rally, Queens Road, Cambridge, 9.30 a.m.
13.—Mid-Surrey A.C. Speed Trial, Brands Hatch, near Fawkham, Kent.
13.—Guildford M.C. Day rally, The Firs car park, Guildford, Surrey, 10.30 a.m.
13.—Birmingham Young Conservative C.C. Sycon Trophy Rally, New Inns, Wollaston, Worcestershire, 9.30 a.m.
13.—Leicestershire C.C. Sturgess Trophy Rally, Bede Street, Braunstone Gate, Leicester, 10 a.m.
13.—Edinburgh University M.C. Murray Cup Rally, George Square, Edinburgh, 8, 10.15 a.m.
18-19.—Civil Service M.A. Road rally, starting from Glasgow, Taunton, Dartford and Gloucester.
19.—**West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk.**
19.—Combined Universities' M.C. Driving tests, Merton, near Bicester, Oxfordshire.
20.—**Frontières G.P., Chimay, Belgium.**
20.—**Bari G.P., Italy.**
20.—**Valentino G.P., Italy.**
20.—B.R.S.C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
20.—Association of N.E. and Cumberland C.C.s. Hill-climb, Catterick, Yorkshire, 2.30 p.m.
20-21.—Limerick M.C. Circuit of Munster Trial, starting from Limerick, Cork and Dublin.
21.—**B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.**
21.—**B.R.S.C.C. Race meeting, Crystal Palace, London, S.E.19, 2 p.m.**
21.—Nottingham S.C.C. Race meeting, Mallory Park, Leicestershire.
21.—Louth and District M.C.C. Motor cycle and formula 3 car races, Cadwell Park, near Louth, Lincolnshire, 12 noon.
21-25.—**R.S.A.C. Scottish Rally.**

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The Sport

Grand Prix which, as the French say, will *déroule* itself on the sunlit, winding streets of the little town. Only 16 cars will be allowed to start in the race; the 16 fastest practice times will decide which these are to be. The following 18 entries have been received:

Great Britain: B.R.M. (Hawthorn and Brooks); Vanwall (Trintignant and Schell); Maserati (Gould). *France:* Gordini (Manzon, Pilette and Bayol); Maserati (Rosier). *Italy:* Ferrari (Fangio, Castellotti, Musso and Collins); Maserati (Moss, Behra, Perdisa); Scuderia Centro-Sud; Maserati (Chiron) and Ferrari (Scarlatti).

PETER GARNIER.

CLUB NEWS

Lancashire and Cheshire C.C.—Regulations are available for the race meeting to be held at Oulton Park, Cheshire, on Saturday, June 2. Entry is open to members of the B.A.R.C., Aston Martin O.C., Bugatti O.C., Mid-Cheshire C.C., Nottingham S.C.C., Seven-Fifty M.C., Vintage S.C.C. and the promoting club. The event will start at 11.30 a.m. with a half-hour high speed trial. This will be followed by a programme of scratch and handicap races for touring, sports and racing cars, including 5-lap handicap races for 750 and 1172 formula cars and for Vintage and Aston Martin cars. Entries should reach the secretary of the meeting, E. N. Bloor, 33, Gibwood Road, Northenden, Manchester, not later than first post on May 14.

Southsea M.C.—Timed trials for racing, sports and saloon cars will be held at the R.A.F. Station, Thorney Island, near Emsworth, Sussex, on Sunday, May 27. The course is 1,400 yards in length, and each competitor will have two runs, timed over a distance of half a mile. Invited clubs are B.R.S.C.C., London M.C., West Essex C.C., West Hants and Dorset C.C., Kentish Border C.C. and B.A.R.C. The closing date for entries, which are limited to 120 cars, is May 18. Regulations can be obtained from the secretary of the meeting, T. Juniper, Pemberley House, Langstone Road, Havant, Hampshire.

B.A.R.C.—Eighty-one drivers competed in the eleventh Brunton hill-climb run by the South-western Centre on April 15. The meeting is on the list of hill-climbs counting towards the new junior hill-climb and sprint championship award, sponsored by the Midland A.C., and of the 16 drivers so far registered for the championship, 13 drove at Brunton.

RESULTS

Fastest time of the day: Cooper-Climax (T. E. Sopwith), 26.26sec*. **Runner-up:** Aston Martin (R. L. Woods), 26.53sec*.

F.t.d. by junior hill-climb and sprint championship entrant: Frazer-Nash (J. R. Rudd), 27.16sec.

Ladies' award: A.C. (Mrs. L. S. Park), 27.85sec.

Class awards: Closed cars up to 950 c.c.: 1, Renault (Mrs. E. M. P. Havard), 38.95sec; 2, Renault (M. de M. Malan), 44.54 sec. **951 to 1,300:** M.G. (J. M. Sparrowe), 31.07sec. **1,301 to 1,600:** 1, Porsche (L. Potter), 28.52sec*; 2, Porsche (J. Burke), 31.64sec; 3, Porsche (E. H. B. Portman), 33.08sec. **1,601 to 2,300:** Sunbeam-Talbot (F. Downs), 34.17sec. **2,301 to 3,000:** 1, Aston Martin (Miss P. M. Burt), 26.56sec; 2, Aston Martin (R. W. Faulkner), 29.84sec. **Over 3,000:** Jaguar (G. H. F. Parkes), 28.10sec*.

Open cars up to 950 c.c.: 1, Austin (V. N. Hood), 33.99sec; 2, Austin (N. E. Davis), 34.49sec. **951 to 1,100:** 1, Lotus (M. O. D. Graham), 27.81sec; 2, Lotus (M. J. Clay), 28.22sec; 3, Kieft (J. Fisher), 29.47sec. **1,101 to 1,400:** 1, Leco-M.G. (R. Marshall), 30.30sec; 2, Leco-M.G. (Mrs. M. A. Ashby), 30.69sec; 3, Grayford Spl (S. C. Gray), 30.81sec. **1,401 to 1,600:** 1, Lotus (I. H. Smith), 27.48sec; 2, Lotus (T. G. Cunane), 27.83sec. **1,601 to 2,750:** A.C. (K. N. Rudd), 26.55sec; 2, Frazer-Nash (R. Truscott), 26.91sec; 3, Triumph (R. B. James), 27.34sec. **Over 2,750:** 1, Cripps Spl (W. L. Cripps), 26.82sec; 2, Allard (P. L. Farquharson), 27.30sec; 3, Jaguar (G. Parker), 27.92sec.

* Class record.

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1955 **RENAULT** 750 saloon de luxe heater, 6,000 miles £525
1955 **ROVER** "90" saloon, heater, 8,000 miles £1,165
1955 **STANDARD** Super Eight de luxe saloon, 3,000 miles £535
1955 **VAUXHALL** Velox saloon, radio, heater, 11,000 miles £695

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1954 **BENTLEY** 4½-litre standard saloon, black, red hide, automatic, one owner. £3,850.

1953 **BENTLEY** 4½-litre standard saloon, dual grey, red hide. Another special grey. £3,150.

1952 **BENTLEY** 4½-litre standard saloon, shell grey, red hide. £2,550.

1951 **BENTLEY** 4½-litre Freestone & Webb saloon, black, beige hide. £2,450.

1955 **ARMSTRONG SIDDELEY** "Sapphire" saloon, automatic, black, red hide, one owner. £1,550.

1954 **ROVER** "90" saloon, black, brown hide, heater, spot light, wing mirrors one owner. £925.

1954 **ROVER** "75" saloon, black, green hide, central gear change. £875.

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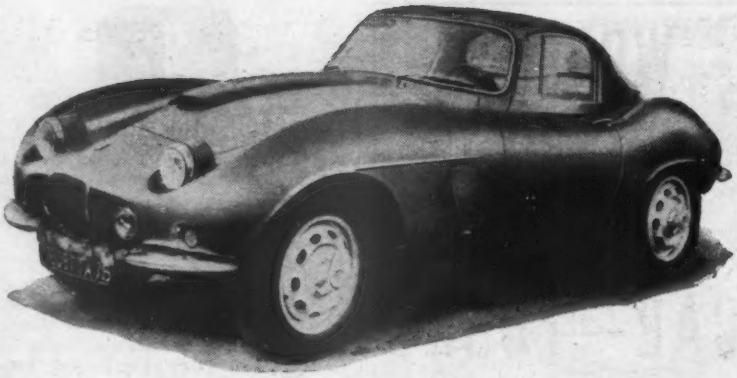

BASED ON the competition version of the Arnolt Bristol, this car—the Coupé Mark II—was exhibited at the New York show, the report of which appears on page 556. Features of the car are retractable headlamps; increased luggage space; protected wheel arches and a large, wrap-round rear window

TRADE and INDUSTRY

The price of the Step fluorescent inspection lamp (*The Autocar*, 13) should have been given as £3 6s.

Stenor, Ltd., who are best known for their vulcanizing process, have opened a new branch at Osborne Road, Wisbech, Cambridgeshire. The telephone number is Wisbech 9.

Mr. H. L. Ginaven, director of production of the Goodyear Tyre and Rubber Co., Ltd., Wolverhampton, has become the first American member of the Staffordshire St. John Council.

For the first time since the war, Cleveland Discol has reappeared as a branded petrol. Cleveland is the trade-mark name of the Cleveland Petroleum Co., Ltd., and Discol the trade-mark name of the Distillers Co., Ltd.

Mr. J. H. Nicholas, M.A., has been appointed head of the bituminous materials section of the Road Research Laboratory to succeed Dr. R. S. Millard, who has taken charge of the laboratory's newly formed Colonial section.

Prices of second-hand cars quoted in the advertisement columns of *The Autocar* are the basis on which, during the next fortnight, Chain of Ealing, Hanger Lane, Ealing, London, W.5, will allow, subject to condition, part exchange for cars traded in on purchase of new cars.

The British Motor Corporation were hosts in England to 25 Swedish motoring editors and correspondents recently. The party, which included Mr. Nils Tenberg, the Corporation's public relations officer in Sweden, saw B.M.C. factories at Oxford, Abingdon and Birmingham, and had discussions with executives of the Austin and Nuffield export divisions.

The Borg-Warner Corporation of America intends to spend about 25 million dollars on the expansion of facilities this year, and Mr. Roy C. Ingersoll, chairman and president, has stated that one of the construction schemes is for the new plant of Borg-Warner, Ltd., at Letchworth, Hertfordshire. He laid the foundation stone of this plant in August, 1955 (*The Autocar*, September 2, 1955).

A new service station has been opened by Marriotts Garage, Ltd., in Brighton road, Worthing. The business originated about the turn of the century when the grandfather of two of the present directors (Mr. D. J. and Mr. H. D. Marriott) established a cycle shop in Portland road. Mr. D. J. Marriott is vice-chairman of the Worthing Motor Club.

Among books received which are of special interest to the trade are:—

Trader Handbook, 1956—a legal, technical and buying guide for the motor, motor cycle and cycle trades, published, in its 50th edition, by Trader Publishing Co. Ltd., Dorset House, Stamford Street, London, S.E.1, at 15s net (16s by post).

Automobile Wiring Diagrams, giving details of the wiring circuits for more than 500 car models from 1938 onwards, edited by E. Molley and published by George Newnes, Ltd., Tower House, Southampton Street, London, W.C.2, at 30s net.

Cellulose Spraying for Garages, by A. St. J. Masters, published by George Newnes, Ltd., Tower House, Southampton Street, London, W.C.2, at 12s 6d net.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17254. Borgward Isabella
"K.A.L."—Experiences as to performance and reliability over a considerable period.

No. 17255. Back Number Required.
"R.C."—*The Autocar* for October 1, 1954.

No. 17256. Invicta Black Prince.
"J.L."—Experiences and general information.

No. 17257. 300B Mercedes-Benz
"D.W."—Experiences as to fuel consumption, clutch and gear change and tyre mileage.

No. 17258. Type J2 M.G. Midget
"F.E.N."—All possible information on fitting hydraulic brakes.

No. 17259. Volkswagen de Luxe
"L.S.H."—General experiences and criticisms.

No. 17260. Handbooks Required
"R.J.M."—1950 Four-Fifty Wolseley workshop manual.
"I.G.D."—1939 2½-litre Jaguar.
"D.M.M."—1938 Austin Ten workshop manual and spare parts list.
"C.M."—1948 Rover 75 workshop manual.
"J.M."—1938 D.B.18-1 Daimler; also a workshop manual.
"M.A.C."—1934 Morris Ten-Four.
"G.S."—1939 six-cylinder Hudson.
"J.B.A."—1937 Lanchester Fourteen.
"J.M."—1937 Triumph Vitesse.
"S.G.H."—1937 14-56 h.p. Wolseley.
"M.H.J-L."—1934 Morris Sixteen.

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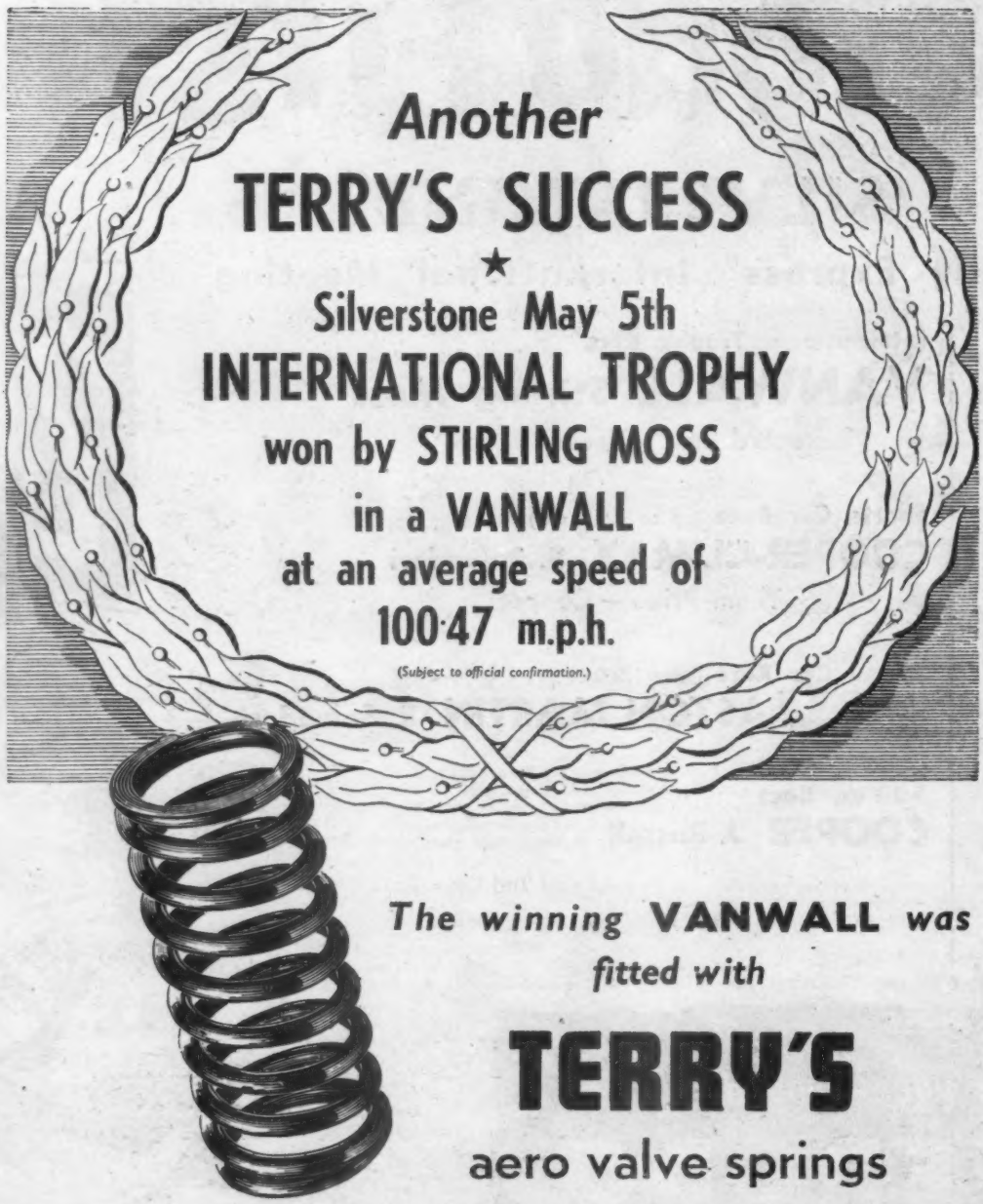

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Daily Express Trophy Meeting
May 5th 1956

INTERNATIONAL SPORTS CAR RACE (up to 1500 c.c.)
General Classification
1st Roy Salvadori — *Cooper-Climax*
2nd Colin Chapman — *Lotus-Climax*
3rd Les Leston — *Cooper-Climax*

Up to 1100 c.c. Class G
1st Peter Gammon — *Cooper-Climax*
2nd Michael MacDowel — *ditto*
3rd A. E. Marsh — *ditto*

Manufacturers Team Prize
A. E. Marsh, Michael MacDowel, Peter Gammon — *Cooper-Climax*

INTERNATIONAL SPORTS CAR RACE (over 1500 c.c.) Class E
1st W. A. Scott-Brown — *Lister-Maserati*

Class C
2nd Alan Brown — *Jaguar D-type*

Class D
3rd Benoit Musy — *Maserati*

PRODUCTION TOURING CAR RACE Class E
1st J. Bonnier — *Alfa-Romeo*
2nd G. Malavasi — *Alfa-Romeo*

500 c.c. RACE
1st J. Russell — *Cooper*
2nd C. C. H. Davis — *Beart-Cooper*
3rd Ivor Bueb — *Cooper*

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1ST VANWALL

STIRLING MOSS

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USING BP FUEL AND BP ENERGOL SPECIAL RACING BLEND

PRODUCTION TOURING CAR RACE
2,000—3,000 c.c. race

1ST AUSTIN—K. WHARTON

1,500—2,000 c.c. class

1ST ALFA ROMEO—J. BONNIER*

SPORTS CAR RACE
1,500–2,000 c.c. class

1ST LISTER-MASERATI—A. SCOTT-BROWN*

3RD LISTER-BRISTOL—A. J. NURSE*

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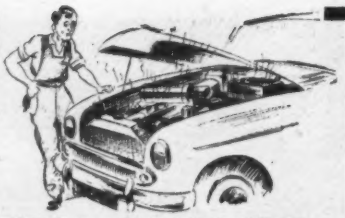

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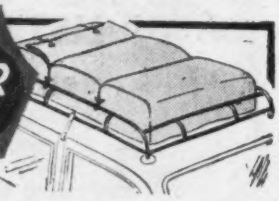

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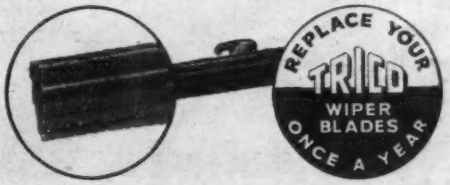

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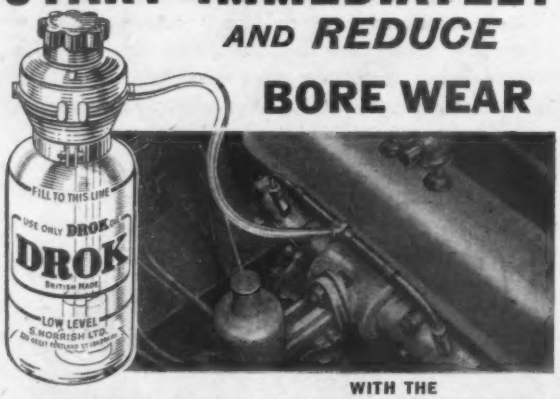

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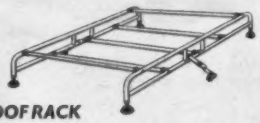

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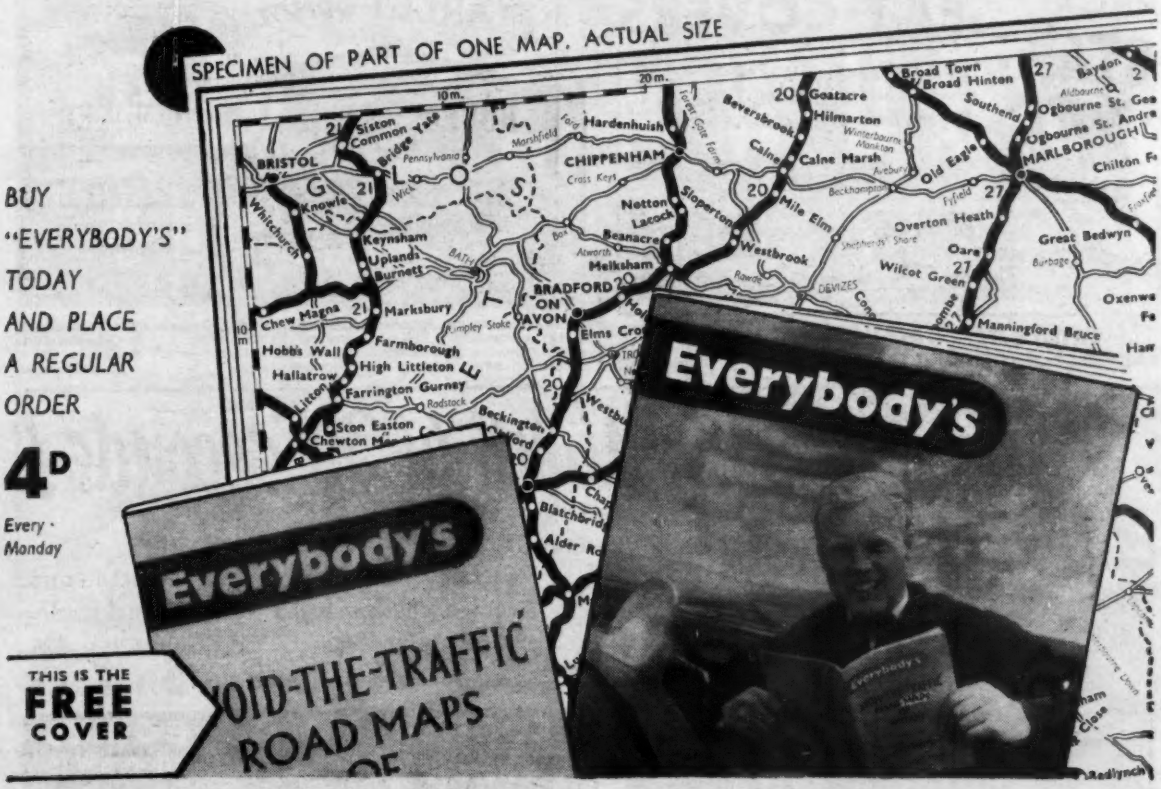

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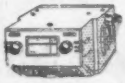

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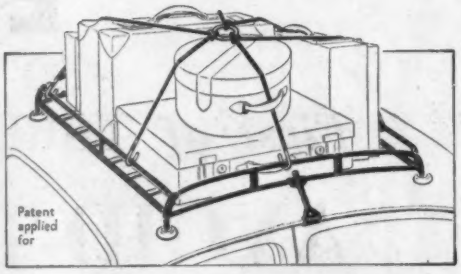

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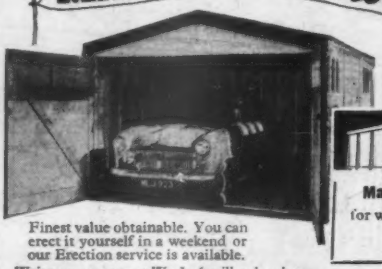

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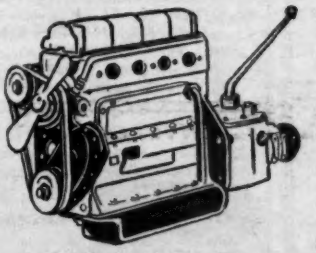

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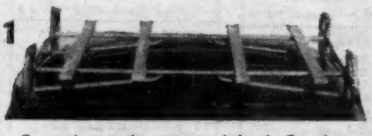
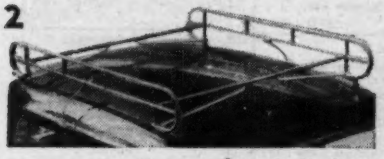


Conversion one shows open ended rack. Complete with four 2in. x ¾in. wooden slats: width variable from 35in. to 50in., length 28in., 75/-.

2



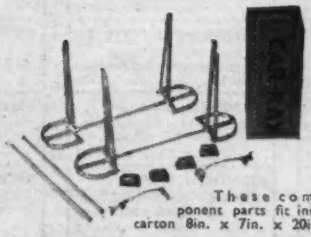
Conversion Number two shows open ended unit particularly suitable for tradesmen or for camping equipment, 87/9.

3

As above but with front and rear surge bars and four 2in. x 1in. wooden slats, £4/18/3.

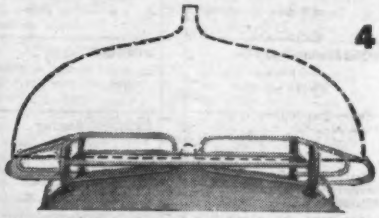
Basic unit—Four "D" shaped corner pieces of ¾in. steel tube—oblong suction pads—two clamps.

A REAL ALL PURPOSE RACK— ONLY 69/9



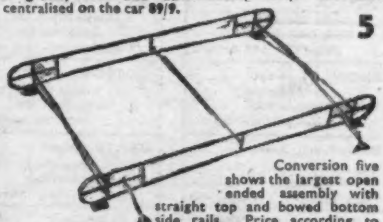
These component parts fit into carton 8in. x 7in. x 20in.

4



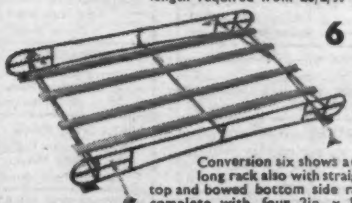
Conversion four comprises basic unit plus four scientifically designed outriggers of exceptional strength for carrying a boat, the slope of which not only lowers the centre of gravity but also automatically keeps the boat centralised on the car 89/9.

5



Conversion five shows the largest open ended assembly with straight top and bowed bottom side rails. Price according to length required from £6/2/9.

6



Conversion six shows a 6ft. long rack also with straight top and bowed bottom side rails complete with four 2in. x 1in. wooden slats £6/17/9.

All the above models can be supplied open ended or with surge bars or a combination of both.

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On the opposite page is a list of dealers. Look for the red, yellow and green sign of the "Quality Tested" used vehicle dealer in your district. He will demonstrate his "Quality Tested" vehicles and tell you about the plan. Or write for the name of your nearest "Quality Tested" dealer to Vauxhall Motors Limited, Luton, Beds.

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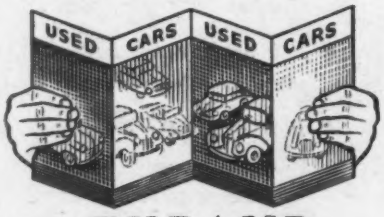

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1955	**FORD** Popular saloon, genuine low mileage, various extras included	339
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1949	**FORD** Anglia saloon, Bristol fawn with red leather uphols., htr., 1 owner	279
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1955	(Sept.) **FORD** Prefect 4-dr. saloon, black with red leather uphols., htr., wing mirrors, mileage under 4,000 confirmed with previous owner	559
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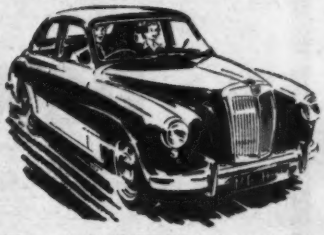

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1955 **WOLSELEY** 4/44 saloon, grey with maroon interior £765

Henly House, 385 Euston Road, London, N.W.1
Tel: EUSton 4444
Devonshire House, Piccadilly, W.1. Tel: HYDe Park 9151
Henlys Corner, North Circular Road, N.W.11
Tel: FINchley 0081
Parkway, Regents Park, N.W.1. Tel: GULliver 5721
Henlys Roundabout, London Airport, Hounslow West
Tel: HOUnslow 3454
Great West Road, Nr. Chiswick Roundabout, Middlesex
Tel: EALing 3477
The Square, Bournemouth. Tel: Bournemouth 6314
Cheltenham Road, Bristol. Tel: Bristol 21326
Victoria Street, Bristol. Tel: Bristol 27757
182 London Road, Camberley. Tel: Camberley 77
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Tel: Northampton 907

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England's Leading Motor Agents

The Autocar

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

ANTHONY CROOK.—New and used models, see and try the new A.C. with Bristol engine; having specialized with the Bristol engine since its origin and being situated within a few minutes of the A.C. factory we are the obvious choice for your new or used car.—Anthony Crook, A.C. distributors, High St., Esher, Surrey. Tel. 4580. [C1063

PASS & JOYCE, Ltd., offer:—

1955 (June) A.C. Ace 2-seater, faultlessly maintained, silver blue with blue interior, four months' guarantee; £1,195.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [C3039

J. DAVY, Ltd., A.C. distributors.

NEW Ace at £1,536/3/3, ex works.

NEW Aceca at £1,884/14.

A.C. 2-litre saloon, 1950, radio, heater, extensive overhaul now in progress; £495.

180-184, Kensington High St., W.8. Wes. 7181, 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

CHIPSTEAD MOTORS, Ltd., offer:—

ACE late 1955, B.r.g., special valve springs, Alfin drums, Michelin X, dual exhausts, 110 mph; £1,175 or exchange XK120, etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ACE.—Rudds offer choice of two well maintained sports from £950.

ACECA.—Rudds offer 1955 coupe with radio, heater, taxed; £1,399. Full history by return.

ACE-BRISTOL.—Rudds offer demonstrations by appointment, distance no object. Early deliveries; exchanges; terms.—Showrooms adj. Central Station, Worthing 7773/4. Service, tuning, spares: 41, High St., Worthing 7141. [4892

1937 A.C. fix. h. coupe; £260 o.n.o.; bills £400 rebuild 1951.—Ambassador 6033. [5440

A.C. 1951 Buckland 4-seater tourer, silver, red, one owner; £425.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1848. [5671

ACECA, fitted radio, heater, twin spots, grey, red leather, as new; £1,525.—Johnson & Brown (A.C. distributors), 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

1953 (May) A.C. 2-door sports saloon, grey with blue leather interior, fitted heater, H.M.V. radio and usual A.C. accessories; a most distinctive vehicle; £645; part exchanges, deferred terms.

MILHALL SERVICE, 55, South Edwardes Square, nr. Kensington High St., W.8. Western 4351. [C3094

ALL enquiries for Ace, Aceca and 2-litre saloons, either new or second-hand, should be addressed to the A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

A.C. Cars Wanted

REALLY good A.C. wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086

AC saloon, 1952-55; details, price.—Holgate, 24, Northway, Maghull, Liverpool. Maghull 456. [5849

ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good A.C.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

'50-51 A.C. saloon wanted, low mileage, first-class condition, known history.—Details to: Box 1705. [5699

GATEHOUSE MOTORS require good A.C. cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [W2021

A.C.s 1950, 51, 52, 53, 54 & 55 urgently wanted; cash or part exchange.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [W4024

ADLER

ADLER 1000cc tourer, in excellent condition, 1939 model, l.h.d., recent respray; £115.—Griffiths, Palmers Green 0804. [5675

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC., FOR BUSINESS OR PLEASURE

See Page 143

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

ALLARD

DICKS.

1949 Allard sports saloon, very fast and attractive; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

FACTORY serviced Allard cars are your wisest buy.

1951 P1 saloon, £300; also choice of two drop head coupes at £225 and £250.

ADLARDS MOTORS, Ltd., 51, Upper Richmond Rd., S.W.15. (Tel. Vandyke 2333.) [0912/R

1952 Model M2X convertible, reconditioned engine, heater, floor gear lever, excellent throughout; £385; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1952 M2X drop head coupe, new engine, heater, black, brown leather, Vlanide hood; £625.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

CASH immediately for good Allard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

ADLARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6431. [0146/R

ALVIS

WM 1949 (reg. Oct. '48) Alvis 14hp saloon, black, brown leather, superb Alvis history, new engine one year ago; £475.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

GATEHOUSE offer:—

1950 Alvis 14 TA saloon, black, heater; £575.

1949 Alvis drop head coupe, grey, heater; £525.

1948 Alvis 14 TA saloon, maroon, electric windows, heater, radio, beige leather upholstery, splendid condition throughout; £510.

1948 Alvis TA saloon, maroon, red leather upholstery, heater; £495.

1949 Alvis 14 TA drop head coupe, Tickford, excellent condition; £575.

1951 Alvis 3-litre saloon, grey, red leather upholstery, 1952 conversion, heater, 38,000 miles only; £675.

1936 Alvis Speed 20 sports saloon, black, Charlesworth body; £165.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

JACK ROSE, Ltd., offer:—

ALVIS 14 TA saloon, black/brown interior, most attractive almost unmarked; £425.—Stafford Rd., Wallington, Surrey. Wallington 6677 and Burgh Heath 2376. [C3056

ERIC HAYES, Ltd., offer:—

ALVIS 12/70 saloon 1938, £200 o.n.o.—23, Red Lodge Rd., Bexley, Kent. [5686

CHIPSTEAD MOTORS, Ltd., offer:—

TC 21/100 O.L., silver blue, recorded mileage 11,000 only, heater, windscreen washers, chrome rims, Undersealed, dual exhausts and air scoops, virtually indistinguishable from new, one owner.

1953 (May) 3-litre drop head, radio, heater, passlamps, low mileage, immaculate condition, dark green.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROOKLANDS OF BOND STREET, Ltd.

ALVIS wholesale and retail.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1939 Alvis 4.3-litre coupe, heater, radio, immaculate condition; £345.—Brown's (Garage), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

1949 Alvis drop head foursome, fitted radio, in superb condition; £495.

1937 Alvis Speed 25 4-door sports saloon, 30,000 miles since works £800 overhaul, very well maintained car; £315.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Ambassador 8266. [C2053

1952 series Alvis, 3-litre, grey, radio, very good condition throughout; £685.

A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [4612

1939 Alvis 12/70 sports saloon, excellent condition; £235; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394 [5926

1953 (model) Alvis saloon, radio, heater, a specimen car; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 31858. [C3096

1949 Alvis TA14 saloon, sheen grey/red leather, excellent condition; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053

1949 model Alvis 14 Tickford coupe, black, red leather, one owner, 28,000 miles; £550.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

CASS'S MOTOR MART.—1950 Alvis 14/70 saloon, black, R. & H., outstanding condition; £595, written guarantee.—5, Warren St., W.1. Eus. 4110. [C1040

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate, Blackburn (5084). [0741

£695!!!—Superb and immaculate Alvis 3-litre sports saloon, 1952, twin carb. engine, built-in radio, heater, spot lights, etc., moderate total mileage.

£145!!!—Speed 20 Alvis special Vanden Plas sports saloon, quite a nice-looking car, fast and well shod, suit enthusiast.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day on Whit Monday. [C1035

1949 Alvis 14 TA drop head coupe, Pickford, heater, wing mirrors; £435.—Beverley Motors, Beverley Rd., Highams Park, E.4. Larkswood 7208. [5772

1948 (June) Alvis 14 saloon de luxe, black/brown, fitted heater and other extras, excellent example; £450.—Organs of Oxford, Banbury Rd., Tel. Oxford 59613-4. [5931

£450—1950 Alvis 14 saloon, maroon and grey, red leather, heater, radio, excellent value.—Makin & Harrison Motors, Ltd., 490-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071

1953 Alvis 3-litre saloon, complete overhaul by Alvis Sept. 1955; £845.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

1949 (June) Alvis 14 TA saloon, black, brown leather, works maintained, heater, taxed year, one careful owner; £485.—A. E. Wright, Bedford Park, Alexandra Park, N.22. Bowes Park 0582. [5775

1952 (Nov., '51) 3-litre drop head, genuine 23,000 miles, high compression head, recently resprayed metallic green from maroon, new tubeless front, interior condition also immaculate; £795.—Walton-on-Thames 1156. Box 1580. [5360

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

CASH immediately for good Alvis.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2053

CHILTERN CARS wish to purchase a really good 12/70 or TA Alvis.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0758/R

AMERICAN CARS

NASH Statesman 1950, all extras, reclining seats, r.h.d., new condition; £525.—136, Mallinson Rd., S.W.11. Battersea 0925. [5662

1950 series Pontiac Silver Streak Jet-Back 4-door de luxe saloon, every possible extra, a magnificent car in every way; £595; terms; exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

J. THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken 4858. [C4028

AMERICAN CARS

SIMPSON'S offer:—

1955 Dodge r.h.d. V8, Royal, Hydramatic drive, power brakes, r. & h., all extras.

1950 Chevrolet 2-door, heater, all extras.

1949 Ford Custom convertible, r. & h., all extras.

1951 Plymouth convertible, r. & h., all extras.

1954 Ford Crestline, Ford-o-matic, r. & h., one owner.

1950 Dodge "Meadowbrook" 4-door saloon, heater, all extras, one owner.

1953 Pontiac Catalina, Hydramatic drive, r. & h., low mileage.

1954 Hudson r.h.d. Hornet, r. & h., all extras, show model.

1953 Dodge r.h.d. Coronet V8, r. & h., all extras.

1951 Hudson r.h.d. Commodore 8, r. & h., all extras

1953 Chevrolet 150 2-door, heater, low mileage, one owner.

1952 Chevrolet 4-door de luxe, r. & h., all extras.

1949 Hudson, r.h.d., 2-door, r. & h., signals, all extras.

1948 Chrysler New Yorker, r. & h., all extras.

1953 Plymouth Cranbrook, r. & h., all extras.

1951 Oldsmobile 88, Hydramatic drive, all extras.

1954 Ford Crestline, 4-door saloon, r. & h., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

American Cars Wanted

£500 cash offered for post-war American convertible; photographs carefully returned.—Box 1732. [5809

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [C1027

ARMSTRONG SIDDELEY

GUY SALMON.

THE Armstrong Siddeley specialists for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1955 (series) Armstrong Siddeley Sapphire saloon, preselector, duo grey/red leather, one owner, extremely well maintained; £1,095.

1952 Armstrong Siddeley Whitley 4-light saloon, duo grey, many extras, reconditioned engine just fitted and brakes relined; £635.

1951 Armstrong Siddeley Lancaster saloon, black/brown leather, 20,000 miles from new, in absolutely immaculate condition; £565.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ARNES OF ALBEMARLE ST. offer:—

1954 Sapphire, pre-selector gear box, low mileage, immaculate; £995.

1949 Armstrong Siddeley Lancaster saloon, black, excellent condition, taxed; £325.

ALL the above cars carry our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 9323.

SPARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

CAR MART, Ltd.

1951/52 Armstrong Siddeley Hurricane drop head coupe, heater; £465

CAR MART, Ltd., 297 Euston Rd., N.W.1. Euston 1212 [C1039

BOON & PORTER, Ltd.

1954 Sapphire, one owner, radio, 29,000 miles, synchromesh; £895.

CASTELNAU, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

PERFORMANCE CARS, Ltd., offer:—

ARMSTRONG SIDDELEY Lancaster, 1948, £325; Armstrong Siddeley Typhoon, 1948, £325; Armstrong Siddeley Hurricane coupe, 1947, £295.

SEE our list under "Sports Cars."

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 (November) Armstrong Siddeley Lancaster saloon, black/beige leather, radio, one owner, as new; £495; maximum h.p. [C1001

PASS & JOYCE, Ltd., England's largest Armstrong Siddeley distributors, offer:—

1955 Armstrong Siddeley Sapphire saloon, automatic drive, radio, 2-tone green; £1,445.

1955 model Armstrong Siddeley Sapphire saloon, synchromesh gear box, black and grey; £1,345.

1951 (Sept.) Armstrong Siddeley Whitley saloon, preselector gear box, heater, loose covers, black; £535.

1951 (Nov.) Armstrong Siddeley Lancaster saloon, preselector gear box, heater, fog lamp, black; £525.

THE above cars are guaranteed for four months.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [C3039

ARMSTRONG SIDDELEY

WELBECK MOTORS, Ltd., for new and used Armstrong Siddeleys.

1955 Sapphire, automatic gear box, duo green, beige interior, Motorola radio, very good Armstrong history; £1,495.

1955 Sapphire, preselectric, black and fawn, Motorola radio, owned by the Armstrong Siddeley Motor Co.; £1,250.

1953 Hurricane drop head coupe, synchromesh, grey with blue leather, mileage 20,000 approximately; £595.

1952 Whitley saloon, just recellulosed in grey to new car standard, engine reconditioned; £665.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

CHARLES FOLLETT, Ltd., official Armstrong Siddeley agents.

1954 Sapphire pre-selectric gearchange, black and grey, one owner, mileage 25,000, radio, twin carbs; exhibition condition; £975.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1949 Armstrong Hurricane top head coupe, exceptional condition, perfect mechanically; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Armstrong Siddeley Sapphire, 18,000 miles, preselector, heater and radio.

ARDEN GARAGES, Ltd., Arden St., Stratford-on-Avon. Tel. 3243-4. [5521

1953 Sapphire saloon, pre-selectric, black, genuine 14,000 miles only; £925.—Campbell Symonds, Wembley 6262. [C1037

CASS'S MOTOR MART.—1952 Armstrong Hurricane d.h. coupe, grey, R. & H., genuine 33,000 miles, one owner £550.

1949 Armstrong 16 Lancaster, black, brown hide, heater, excellent condition; £415.

1949 Armstrong Typhoon saloon, black, brown hide, R. & H., excellent condition; £415; written guarantee.—5, Warren St., W.1. Eus. 4110. [C1040

£345.—1950 Armstrong Hurricane drop head coupe, 2-tone beige, new hood.—Haverstock Garage, Haverstock Hill, N.W.5. Gullivver 2662. [C2093

1954 Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £980, plus P.T., or nearest offer.—Mon. 4213. [5085

1952 Armstrong Siddeley saloon, grey with blue leather upholstery; one owner; taxed for year; 26,000 miles only; £475.—Coventry and Jeffs, Ltd. 2-0091. [5719

ARCHIE SIMONS & Co., Ltd.—1947 Armstrong Siddeley Lancaster saln., black, manual gear shift, in excellent condition; £285.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 Sapphire, green, synchromesh, radio, heater, and loose covers, 18,000 miles; £895.—L. F. Ward, Ltd., Grange Road Garage, Thornton Heath. Tel. Tho. 5646. [C4043

1954 Armstrong Siddeley Hurricane drop head coupe, immaculate, heater, undersealed, manual gear box; £495.—Harrow, Primrose, Broughton, Skipton, Yorks. Skipton 3793. [5910

1949 Armstrong Hurricane, black, brown leather, synchromesh, excellent condition, recent engine overhaul, nearly new beige P.V.C. hood, many useful extras; £340.—Box 1744 or 'phone Winscombe (Bristol) 3170. [5920

295 gns.—Armstrong Siddeley 1949 Lancaster 4-door saloon, sliding head, leather, preselector, heater, excellent condition, choice of 4 Armstrongs; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Armstrong Siddeley Whitley 4-lt. sports saloon, finished blue with blue leather, normal gear box, heater, pass lights, Dove-blue loose covers, absolutely immaculate; £525; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1955 series Armstrong Siddeley Sapphire, synchromesh gears, radio, heater, seat covers, Michelin X tyres, mileage under 10,000, blue and grey, indistinguishable from new; £1,250; terms and exchanges.—Fridays, Ltd., Yeoman Garage, Ashford Rd., Maidstone. Tel. 87248. [5561

1955 (April) Armstrong Siddeley Sapphire saloon, automatic gear box, elephant grey with red hide, mileage 14,000, fitted H.M.V. radio, heater, Ace Rimbellishers, twin wing mirrors, etc., carpets fully covered since new; superb condition throughout, accept £1,350 or exchange.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25051. [5844

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WILSONS, "The Enthusiastic Owner-Agents" want Armstrongs.—Brixton 4011 or Epsom 3907. [W4085/R

ALMOST new Armstrong required immediately.—Morley, 76 Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

CASH offered 49/50 Lancaster saloon, must pass A.A. inspection.—Costello, 37, Streatham Common North, S.W.16. Str. 7084. [5639

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [0548

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Excels."—34, Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [84085/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) [0760/R

ASTON MARTIN

CHIPSTEAD MOTORS, Ltd., offer:—

DB2 (April) 1953, replacement Vantage engine just fitted, low mileage, immaculate condition throughout, in polychromatic blue with red leather; £1,575.

DB3 1953, red, 3 twin-choke Webers, well-known car, maintained regardless and ready for season; £1,485.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

DUNCAN HAMILTON & Co., offer:—

1951 Aston Martin DB2 saloon, black with red leather interior, overhauled 9,000 miles ago, 2 owners, very well maintained; £1,185.

1953 Aston Martin DB2 saloon, green with grey interior, 16,000 miles only, beautifully maintained; £1,475.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

GUY SALMON AUTOMOBILES, offer:—

1954 Aston Martin DB2-4 saloon, special twin exhaust system twin choke, triple carburettors, Al-Fin brake drums, special bucket seats, Continental horn, windscreen washers, badge bar, H.M.V. radio, 6,000 miles; £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS OF BOND STREET, Ltd.

ASTON MARTIN, wholesale and retail.

NEW DB 3S Competition, for immediate delivery.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

ASTON MARTIN DB2-4 (December), 1953, excellent condition, fitted with wireless; £1,750.

ARTHUR WOOD & SON (MOTORS), Townend Garage, Walsall 5674. [5185

1935 Aston Martin Mark II S.C., reconditioned throughout, immaculate; £525.—Friary Motors, Old Windsor. Windsor 2002. [0123/R

1953 Aston Martin DB2 saloon, immaculate condition, radio, heater; £1,350 or exchange suitable car.—Tel. Lowestoft 1103. [5911

1934 Aston Martin Mark II S.C., in immaculate condition and original throughout; £475.—Godfrey, Watergate, Grantham. Tel. 53. [5904

1951 DB2 with 3-litre engine, Al-Fin drums, immaculate; £1,195.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1936 Aston Martin Mark II saloon, excellent condition, engine rebuilt, bodywork good; £350 o.n.o.—Winter Garden Garages, Ltd., 159, The Arches, London, W.12. Shepherds Bush 1615/2218. [5793

1951 Aston Martin DB2 saloon, 3-litre engine, immaculate condition throughout; £1,085.—35-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1954 (October) DB2-4, maroon, cream leather, twin exhausts, Michelin Xs, Motorola radio, spot lamps, heater, screen washer, genuine car, credit squeeze forces sale; £1,750; part exchange considered.—Box 1749. [5855

ASTON MARTIN DB2-4 3-litre drop head coupe, cream/red, one owner, 16,000 miles, Alfin drums, air scoop discs, radio, heater, immaculate; £2,450.—Holland Park Autos, 142, Holland Park Avenue, W.11. Park 2626. [C2085

J. H. BARTLETT.—Aston Martin DB2-4 saloon, light blue, radio, Michelin X tyres, £1,595; Aston Martin DB3 competition sports 2-seater, full history, cost over £3,000—bargain £1,100; Aston Martin 1953 DB2, one owner, superb car, £1,450.—27, Pembridge Villas, W.11. [C1013

1954 Aston Martin DB2-4 sports saloon, black with cream leather upholstery, fitted H.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop Speed tyres in immaculate condition, maintained regardless of cost, would consider suitable car in exchange; £1,725.—Rolls, Heritage House, Hermitage, Newbury, Berks. Hermitage 282 or Newbury 2005 during business hours. [3842

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0798/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor. Windsor 2002/3. [0799/R

ATALANTA

£395!!!—1948 (reg.) Atalanta drop head foursome coupe, newly built in 1948 by enthusiast, specimen condition throughout, looks worth £1,000; gift at this price.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

AUSTIN A30

NEWNHAMS, Ltd.,

1955 Austin A30 saloon, excellent condition; £485.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3084

L. F. DOVE offer:—

1955 Austin A30 Countryman, one owner, 8,000 miles; £535.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

B. J. HUNTER, Ltd., offer:—

1954 Austin A30 saloon 4-door de luxe; £435.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1954 A30 4-door, grey, blue upholstery, recorded mileage 5,870; £465.

1955 A30 Countryman, green, beige upholstery, recorded mileage 7,450; £550.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1954 (December) Austin A30 4-door saloon, black with fawn upholstery, heater, 8,000 miles; £495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WESSEX MOTORS, New St., Salisbury.

1955 Austin A30 Countryman, grey with beige interior, heater, one owner, in excellent condition 4 months' guarantee.—Tel. Mr. Webb-Bowen, Salisbury 3275. [C4087

1955 Austin A30 Countryman, unblemished; £510.—Below.

1955 Austin A30 2-door saloon, black, extras; £465.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

ALEXANDER LAYSTALL. High-power conversions for A30.

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1954 Austin A30 2-door saloon, one owner, fitted heater and loose covers; £435.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 7 p.m. [C2008

1954/5/6 Austin A30 4-door saloon.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [5783

1955 A30 Countryman type, just as new; £450; consider part exchange.—Worthing 1839. [C4027

1955 A30 4-door, black, heater; one owner; 6,000 miles; excellent condition; £480.—Hayes (Middx) 5847. [5654

LIMITED number brand new A30 Countryman at old price.—Austin House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1954 Austin A30 2-door saloon, fawn, red upholstery, charming tartan loose covers, 15,000 miles only; £425.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1955 A30 4-door saloon, grey, heater, over-riders and ashtrays, 6,000 miles only; £495.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

1955 Austin A30 4-door saloon, with heater; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 (Dec.) Austin A30 saloon, finished in fawn, fitted heater; £425.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

£485.—Austin A30 1955 2-door sln., one owner, heater, super condition; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube). Park 5066-7. [C1017

MAYFAIR GARAGES, Ltd., Feb., 1956, A30 4-door de luxe saloon, all extras, under 2,000 miles, cost £620, virtually brand new condition; guaranteed; £545.—Balderton St., W.1. Mayfair 3104/5. [C3009

415 gns.—Austin A30 1954 4-door saloon, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 (May) A30 4-door saloon, black, red leather, tartan covers, one careful owner, small mileage, immaculate throughout, taxed; £485.—A. E. Wright, Bedford Park, Alexandra Park, N.22. Bowes Park 0582. [5776

PRIDE & CLARKE, Ltd., 1955 Austin A30 4-door saloon, 3,000 miles, heater, £489; 1954 4-door, 10,000 miles, £469; 1955 2-door, low mileage, £459; 1954 2-door, heater, £429.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A30 Cars Wanted

REALLY specimen A30s wanted.—Gerrard Cross 2077. [3744

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Austin A30 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

AUSTIN EIGHT

1947 Austin 8 saloon, excellent condition; £295.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3068. [C1076

245 gns.—Austin 8 1946 saloon, sliding head, leather, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN 8 tourer wanted, must, repeat, must be mechanically sound with clean body, 10hp or 12hp, similar considered.—Rue, 11, Stanley Rd., Oxford. Tel. 2959. [5870

AUSTIN TEN

1947 Austin 10 saloon, a very sound car; £300; below.

1939 Austin 10 saloon, quite a bargain; £225.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4015

£195!!!—1938 Austin 10 de luxe saloon, beautiful condition throughout, choice 2.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1939 Austin 10hp Cambridge 4-door sln., black/blue interior; as new.—Worthing 1839. [C4027

1946 (Aug.) Austin 10 de luxe saloon, black, brown leather, sun roof, new engine, 3,000 miles, good tyres, car above average condition; £525.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1946 Austin 10 saloon, black, excellent; £265.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8632. [C3019

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A40

DICKS.

1951 Austin A40 saloon, l.h.d.; bargain, £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

SOLE London Austin distributors.

1952 Austin A40 sports, heater; £495.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.

SOLE London Austin distributors.

1955 Austin A40 Countryman, heater; £650.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039/1

RUSSELL MOTORS, offer:—

1949 Austin A40 Devon, sun-roof, heater; £385.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1953 Austin A40 foursome coupe, full 4-seater, most attractive; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BIRKETTS (FINCHLEY) offer:

1955 A40 Cambridge, low mileage, perfect condition throughout; £665.

BIRKETTS MOTORS (FINCHLEY), Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4. [C4065

H. A. SAUNDERS, Ltd., offer:—

1951 A40 Countryman, green, brown upholstery, heater; £385.

1954 A40 convertible coupe, green, green upholstery, heater, recorded mileage 23,225; £565.

1955 A40, de luxe black, red upholstery, recorded mileage 7,000; £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CHIPSTEAD MOTORS, Ltd., offer:—

SPORTS open, Sept., 1952, red, heater, chrome rims, etc., specimen; £465.

CHIPSTEAD MOTORS, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

£395!!!—1950 Austin A40 de luxe saloon, beautiful condition, choice 2.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 (June) Austin A40 Somerset saloon, black, heater, reconditioned engine; £495.—Below.

1953 (July) Austin A40 coupe, black, heater, one owner; £465.—Below.

1952 Austin A40 Somerset saloon, grey, one owner, heater; £430.—Below.

1951 (October) Austin A40 Devon saloon GSJ, one owner; £395.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

A40 1954 Somerset convertible, green/green leather, 8,000 miles; £450.—Edg. 4020. [5953

1950 Austin A40 Devon saloon, beige, heater, one owner; £350.—Premantle 4079. [5859

LIMITED number brand new A40 saloons, Countryman, pick-ups at old price.
AUSTIN House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 A40 saloon, grey; £350.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1953 A40 Somerset, sun roof, heater, fitted loose covers, excellent condition, one owner; £495.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Austin A40, grey, undeniable condition; £540.—Below.

1954 Austin A40 sun saloon, spotless; £550.—Below.

1951 Austin A40, in 1956 condition, radio, heater; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1953 A40 Somerset, beige, in perfect condition; £485.—Below.

1952 Devon saloon, one owner, £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 A40 Somerset drop head coupe, one owner, excellent condition; £495.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

1952 A40 sports, low mileage, heater; £465.—Tel. Palmers Green 5302. (Evenings). [5865

A40 coupe, 10,000 miles, one owner, heater, leather excellent throughout.—Welbeck 3145. [5836

1952 A40 van, perfect; £275.—43, Upper Elmers End Rd., Beckenham, Kent. Tel. Bec. 4766. [5687

1952 Austin A40, GS3, green, leather, heater, guaranteed; £410.—Campbell Symonds, Perivale 4456. [C1037/1

1953 Austin A40 Somerset, one owner, taxed year; £465.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

1954 A40 coupe, genuine 13,000 miles, heater, loose covers fully guaranteed; £595.—Campbell Symonds, Wembley 2262. [C1037

1952 Austin A40 sports, one owner, low mileage, immaculate; £455.—Kirkdale Cars, Kirkdale, Sydenham. Sydenham 6129. [C2068

£525.—Austin Somerset A40, July, 1954, saloon de luxe, leather, heater, radio, one owner, 10,000 miles only. Tel. Footscray 7245. [5650

AUSTIN A40 Somerset de luxe, June, 1954, one owner, 15,000 miles, sun roof, many extras, as new, first offer over £540 secures.—Northwood 1237. [5661

1956 A40, works mileage, black, heater; £750.—Mebes & Mebes, Ltd., The Broadway, Mill Hill N.W.7. Mill Hill 2040/Emberbrook 6642. [C3012

495gns.—Austin A40 1954 Somerset saloon, grey, sliding head, red leather, one owner, small mileage; terms, exchanges.—Rowland Smith, below:—

345gns.—Austin A40 October 1948 Dorset saloon, Portland grey, brown leather, heater, carefully used, choice of 9 A40s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1955 Austin A40 Cambridge de luxe, 9,000 miles, black/red, immaculate, taxed; £685.—E. L. Mendel, Ltd., 85, Great Portland St., S.W.1. [C3101

1953 A40 black Somerset saloon, l.h. drive, sun roof, heater, covers, one owner, immaculate, 17,500 miles, taxed; Cornwall; £415.—Box 1707. [5703

1952 Austin A40 sports, reconditioned engine fitted recently, all in excellent condition; £435; terms, exchanges.—Uxbridge 3122; after 6, 2402. [5706

1954 A40 GS4 saloon, heater, guaranteed; £485; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1954 Austin A40 Somerset, low mileage, immaculate condition; £565.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£465.—Austin Somerset 1953, heater, leather upholstery, sun roof, overriders, excellent condition; h.p. terms available.—Gordon Mackintosh, Col. 7542. [5647

1954 Austin A40 Somerset saloon, one careful owner, heater, sun roof, taxed year; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 (April) A40 drop head coupe, black, red head and trim, one owner, moderate mileage; £545.—Holbrook Motor Co., Ltd., Hill Rise, Richmond, Surrey. [5674

PRIDE & CLARKE, Ltd., 1955 Austin A40 saloon, 12,000 miles, heater, £599; 1953, low mileage; heater, £469; 1952, radio, £429; 1949, £299.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1954 Austin A40 drop head coupe, black with red leather and has had one owner; £535.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

AUSTIN A40 Somerset saloons, choice of 2, 1953 and 1954, one black with beige leather, one black with red leather, both low mileage and in extremely nice condition; from £485.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

Austin A40 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Austin A40 Cars Wanted

SOMERSET convertible wanted.—55, Kinnerton St., S.W.1. Belgravia 3711. [W3035

ALMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

1955 Austin A40 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [W4059

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

CASH immediately for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

AUSTIN A50

BENTALLS, Ltd.

1956 Austin A50 Cambridge de luxe, 1,300 miles; £775.—Kingston-on-Thames, Kingston 1001. [C1093

H. A. SAUNDERS, Ltd., offer:—

1955 A50, black, chestnut upholstery heater; £625.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1955 Austin A50 de luxe Cambridge saloon, grey with red upholstery, heater, 12,000 miles; £675.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CMI CAR SALES (Pri. 6623), offer:—

1955 Austin A50 de luxe saloon, heater, one owner, taxed; £640.

THREE months' guarantee, terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ALEXANDER LAYSTALL. High-power conversions for A50.

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

A50 de luxe ivory, red leather, heater, 9,600 miles, perfect; £620.—Box 1706. [5702

1955 model Austin A50 de luxe, one owner, excellent condition throughout; £595.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 Austin A50 de luxe, grey, excellent condition, 12,000 miles; £610.—Fairholm, Hook, Basingstoke. [5901

1954 Austin A50 Cambridge saloon, one owner, de luxe model, leather upholstery and heater; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 7 p.m. [C2008

ARCHIE SIMONS & Co., Ltd., Austin A50 de luxe saln.; at pre-increased price.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

PRIDE & CLARKE, Ltd., 1955 Austin A50 de luxe saloon, 12,000 miles, heater; choice of three; £629.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

1955 Austin A50 de luxe saloon, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 A50 de luxe saloon, grey with red interior, heater, low mileage, taxed; £638.—Allens, Melbourne Rd., Wallington, Surrey. Wallington 1148. [5780

1955 Austin A50 de luxe saloon, grey, maroon hide, seat covers, wing mirrors, etc., low mileage; £650.—Robbins, East Putney. Tel. 7881. [C3010

1955 (December) Austin A50 de luxe, black/chestnut, 2,900 miles only, exceptional condition; £695.—Saul & Slatter, 44-46, Aldermans Hill, N.13. Fox Lane 1066. [C4002

£650!!—A50 Cambridge saloon, black, heater, 7,000 miles only, one fastidious owner.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1115

1956 Austin A50, black with brown interior, 800 miles only, completely unmarked and as brand new; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

CAMBRIDGE de luxe, 1956, delivery mileage only (228), taxed year, underscaled, reversing and foglamps, windscreen washer, grey; £797; no offers.—Neame, Perry Cottage, Selling, Faversham, Kent. [5657

AUSTIN A50 1956 de luxe saloon, colour grey, with red upholstery, negligible mileage, as new, taxed year; £720; terms and exchanges.—West London Motors, 205/209, Fulham Palace Rd., W.6. Ful. 0066. [5755

Austin A50 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

AUSTIN TWELVE

AUSTIN 12, 1937-8, many extras, black, maroon wheels; £175.—1, Branksome Rd., Acre Lane, Brixton, S.W.2. Evenings. [5886

AZ MOTORS offer 1947 model Austin 12 saloon, disc wheels, heater; bargain £250!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN SIXTEEN

1948 Austin 16, engine overhauled 200 miles ago, new roof lining and mats; £330.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Ambassador 8266. [C2033

AUSTIN SIXTEEN

ALPE & SAUNDERS. Offer Limousine Hire-Cars. Choice of privately owned cars in above average condition, from £495/£695. See also under Limousines column. Large selection.

A&S Ltd. (Limousines Purchased), Providence Court, North Audley Street. Mayfair 2941. [C1006

HIRECAR limousine, April, 1952, low mileage, one owner, exceptional condition throughout; £695.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

HEARSES? Brochures available. We stock Deck or Bearer Hearses on the 16 Chassis.
ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

AUSTIN 16hp hire car limousines, choice of 3, 1951-2, one fitted reconditioned engine, 4,000 miles; priced from £545; call, write or 'phone for details.
CAMDEN MOTORS, Leighton Buzzard 2041. Open till 8 p.m. and all day Whit Monday. [C1035

AUSTIN 16, 1948, fitted heater, sunshine roof, exceptionally clean throughout, very good engine and tyres; £280, h.p. terms.—Primrose 6660. [5733

295gns.—Austin 16 September 1948 saloon, black, sliding head, brown leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A70

A1 at Brown's

1953 Austin Hereford, black and brown leather, low mileage, many extras, practically unmarked, taxed year; £495; choice another.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

CAR MART, Ltd.

SOLE London Austin distributors.

1953 Austin A70 Hereford saloon, sliding head, heater; £535.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY the hire purchase specialists.

1953 Austin A70 Hereford sunshine saloon, beige coachwork, with brown leather upholstery one careful owner only, heater, taxed December; 439gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. BEART & Co., Ltd., offer:—

1952 (October) Austin A70 Hereford saloon, very carefully maintained, excellent value; £435.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1021

H. A. SAUNDERS, Ltd., offer:—

1953 A70 Hereford, black, brown upholstery, recorded mileage 20,095; £515.

1953 A70 Hereford, black, brown upholstery, recorded mileage 4,437; £595.

1954 A70 Hereford, blue, blue upholstery; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

1952 Austin Hereford, excellent condition; £395.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

AZ MOTORS offer 1953 Hereford, perfect; £450!!!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

HEARSES? Brochures available. We have a Deck Hearse on the A70 Chassis.
ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

1953 Austin A70 saloon, sun roof, heater, one owner, excellent order; £450.
GORDON CARS (LONDON), Ltd., 7-9, Russell Parade, Golders Green Rd., N.W.11. [C2023

'53 Austin A70 sal., rad. htr., lthr.; £485.—Kirkwood Cars, 78, Streatham Hill, Tulse Hill 1288. [C2037

£495!!!—1952-3 Austin A70 6-seater convertible, beautiful, spotless condition, speedometer records 18,000, only 2 owners.
LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase; 421-423, High Rd., Finchley. Finchley 6222. [C2052

1953 Austin A70 de luxe, heater, one owner, Buckingham green; £485.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£525!! 1952 A70 drop head coupe, maroon, new Vynide hood, 28,000 miles, a rare one-owner specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

1951 (Nov.) Austin A70 Hereford saloon, heater and radio, good order, taxed December; nearest offer £390.—Hoddell, Fernridge, Clevedon, Somerset. Tel. 3160. [5833

1954 Austin A70 Hereford saloon, blue, blue leather, heater, one owner, beautifully kept; £550; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

495gns.—Austin A70 1954 Hereford de luxe saloon, Sandringham fawn, sliding head, brown leather, heater, one owner, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A70 Cars Wanted

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0353/R

CASH immediately for good Austin A70.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A90

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, positively unmarked; £475.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ATLANTIC A90 saloon, black, red leather, 1951; £400.—Tel. Otford (Kent) 27. [5634

AZ MOTORS offer 1952 A90 hardtop saloon, one owner; £450!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

£455!!!—1951 Austin A90 convertible, not an ordinary one but a specimen motor car, choice also Atlantic hard top sports saloon; £475.
LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. Finchley 6222. [C2052

1953 regd. Atlantic electric convertible, red, cream leather, new hood, radio, heater, 28 mpg, beautiful condition; £450 o.n.o.—Footscray 1380. [5861

1952 Austin A90 Atlantic saloon, radio, heater, one owner, 28,000 miles only, superb order, this is the one you have been looking for, 3 months' guarantee; £475.
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

£445!!!—Austin Atlantic sports coupe, 1951, electric hood, heater, radio, wing mirrors, faultlessly maintained and in specimen condition throughout, a real beauty.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day Whit Monday. [C1055

Austin A90 Cars Wanted

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [0059/R

PRIVATE purchaser requires A90 convertible all-electric model; first-class throughout.—Box 1704. [5700

A90 Atlantic, Ford Zephyr, Consul or similar car, genuine low mileage and good condition essential.—110, Norton Rd., Stourbridge. [5873

AUSTIN A90 (6-cyl.)

W
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Austin A90 Westminster saloon, fawn with grey/green leather upholstery, heater, radio, windscreen washers, mileage, 8,800, one owner, excellent condition; £725; our hire purchase terms are now 1½ for 12 months.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.
SOLE London Austin distributors.

1955 Austin A90 Westminster de luxe saloon, heater; £735.
CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

H. A. SAUNDERS, Ltd., offer:—

1955 A90 Westminster de luxe, black, red upholstery, recorded mileage 8,965; £765.

1955 A90 Westminster, de luxe, blue blue and beige upholstery, recorded mileage 6,510; £765.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

GLANFIELD LAWRENCE offer:—

1955 Austin A90 Westminster, in Rees blue, heater, etc., low mileage, special safety door locks; £765.—407, High Rd., N.12. Finchley 0091. [C2053

ALEXANDER LAYSTALL. High-power conversions for A90 (6 cylinder).
AMAZINGLY improved performance and economy.—Send for data sheets and road tests.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

LIMITED number brand new A90 Westminster de luxe saloons at old price.—Austin House, 140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1955 Austin A90 Westminster, 5,000 miles, green; £725.—D. L. Cranmore. Tel. 2040 Potters Bar. [C1062

1956 (Nov. '55) Austin A90 Westminster de luxe, blue, low mileage; £745.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

£745!!—1955 A90 Westminster de luxe saloon, also similar one only 3,000 miles at £765.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/9509. [C1113

1955 Austin A90 Westminster de luxe saloon, beige with beige/green upholstery; 10,000 miles; as new throughout; £745.—Coventry and Jeffs, Ltd. 2-0091. [5720

1955 Austin A90 Westminster de luxe saloon, with additional extras, 9,000 miles carefully run in by one owner and indistinguishable from a new A90 costing £949; bargain at £725.—Appy Bradford, "Four Acres," Huggetts Lane, Willingdon, Eastbourne, or Tel. Eastbourne 6666 (office hours). [5827

AUSTIN EIGHTEEN

SEVEN-SEATER 1939 Windsor saloon, one private owner, exceptional throughout, £365; another similar, 1938, £345.
LIMOUSINE, 1938, Iver, leather throughout, black, excellent mechanically; £295.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

AUSTIN A125 & A135

CAR MART, Ltd.
SOLE London Austin distributors.

1951 Austin A125 Sheerline limousine, heater, finished in black with brown upholstery; £1,125.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

GUY SALMON AUTOMOBILES offer:—

1951 Austin Princess saloon; this luxuriously appointed car with its standard equipment consisting of built-in radio, heater, power-operated jacking system and deep lounge-type seating, is in immaculate condition throughout and provides the acme of quality motoring at the extremely low figure of £695.

1949 Austin Sheerline saloon, 42,000 miles from new, excellent condition throughout; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., OF WORCESTER.

1953 Austin Princess saloon, black with beige hide upholstery, fitted radio, heater and sunshine roof; £925.
AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1952 model Austin Sheerline in black, in magnificent condition with radio, heater, etc.; £585.
MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow, Middx. Tel. Wordsworth 7805. [C1008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1951 (reg. Dec. '50) Austin Sheerline saloon, grey, blue upholstery, radio, excellent condition throughout; £495, maximum h.p. [C1001

1953 Austin Sheerline saloon, black, one owner, low mileage, perfect order; £695.
GORDON CARS (LONDON), Ltd., 7-9, Russell Parade, Golders Green Rd., N.W.11. [C2023

HEARSES? Brochures available. We stock Decks and Bearers on the Princess Chassis.
ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens. Richmond 1161. [C1102

'51 Austin Sheerline sal., htr., rad.; £485.—Kirkwood Cars, 78, Streatham Hill. Tulse Hill 1288. [C2057

47 miles; Princess saloon at considerable saving.—J. Davy, Ltd., 180-184, Kensington High St., W.8. Wes. 7181. [C1069

1949 Austin Sheerline, black with beige leather upholstery, radio and heater fitted; £365; deposit £183.
MCLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3083

G&M ALFREDS (1936), Ltd.—1950 Austin Princess, above average; £595.—6-7, Warren St., W.1. Euston 3268. [C1005

G&M ALFREDS (1936), Ltd.—1951 Austin Sheerline limousine.—6-7, Warren St., W.1. Euston 3268. [C1005/1

1950 A135 Princess saloon, black, one owner; £595.—L. F. Dove, Ltd. 715, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 Austin Sheerline saloon; £395.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

LIMOUSINE, 1952, l.w.b., privately owned, mileage 40,000, forward occasionals, many extras, excellent throughout; £1,045.
JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1950 model Austin Sheerline, fitted reconditioned engine 10,000 miles back, radio, heater, many extras, good tyres, in very sound condition; £445.
THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

AUSTIN Sheerline Estate Car (see "Estate Cars and Utilities").—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

1949 Austin Princess saloon, black with fawn leather and cloth upholstery, one owner; £525.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [C1085

1955 model Austin Princess saloon, black/red interior, B.M.C. guarantee; also 1952 model Austin Sheerline saloon, radio, heater, etc; present list price £2,686; our price £1,450.
GREEN & ZONIS, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1952 Austin 125 Sheerline, black, beige body, carpets, leather as new, 22,000, one owner with two cars, private sale; nearest £800 for quick sale.—Derbyshire, 4, Frodsham St., Chester. Tel. 23788. [5540

1952 Austin Sheerline saloon, black/beige, heater, radio, very sound throughout, must be seen, 3-month guarantee; £545.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1952 Austin Princess, black/brown, one owner, in immaculate condition, standard equipment includes heater, radio, twin fog lamps; originally supplied and serviced by us since new.—Central Motors, Kettering. Tel. 2231. [5789

£395!!!—Austin Sheerline saloon, August, 1949, in the hands of one wealthy and fastidious owner since new; this is no ordinary Sheerline that has had continuous use since new, it has been used only on special occasions and even then has not been driven much over 45 mph; coachwork and interior are spotless, usual extras, heater, radio and white sidewall tyres.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day Whit Monday. [C1055

AUSTIN A125 & A135

ALPE & SAUNDERS LTD. Austin 1953 Sheerline, black, beige, 26,000 miles, faultless condition throughout. £715. See also under Limousines column. Large selection of L.W.B. Limousines.
A & S Ltd. (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006

1950 Austin Princess, superb condition; £585.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

1952 Austin Sheerline, one owner, metallic grey, radio, heater, foglamp, spotlamp, this car is in superlative condition, tyres as new; £525; terms.—Arthur Bell, Auctioneer, 114, Alcester Rd., Stratford-on-Avon. Tel. 2682. [5898

Austin A125 and A135 Cars Wanted

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [0057/R

A125 Limousine or l.w.b. chassis required, condition immaterial.—Clerkenwell 1070. [5725

CASH immediately for good Austin Sheerline.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

ALMOST new A125/A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

AUSTIN: Post-war hearse preferably on Princess chassis.—Please write, stating price and condition, Blackshaw's Garage, Alnwick, Northumberland. [5649

Austin Spares and Service

AFOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.,
LONDON distributors.—Spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0056); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

AUSTIN, the main agents for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0196/R

REPAIRS, gears, gear boxes; seat covers from £3.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [S4100

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

C. G. NORMAN & Co., authorized Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units; crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PYRNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

BRADSTOCK MOTORS, offer:—

1955 Austin-Healey with Connaught 2.4-litre engine and gear box, Alfin drums, 100S suspension, Michelin X tyres, hardtop, heater and other extras; this car is in extremely good condition and has a very high performance; £775.—Chase Rd., Epsom. Tel. 5696-7. [C1090

1955 100, blue, 1,500 miles only, perfect; £875.—Sloane 4709 [5842

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN-HEALEY

CHIPSTEAD MOTORS, Ltd., offer:—

£755.—Late 1954, red, with hard top, heater, O/D, modified, radio, specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

PERFORMANCE CARS, Ltd., offer:—

AUSTIN-HEALEY hard top, fitted extras, 1954; £735.

SEE our list under "Sports Cars."

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

COOMBS & SONS (GUILDFORD), Ltd., offer:—

AUSTIN-HEALEY 100 sports 2-seater, 1955, one owner car, overdrive, heater, tonneau cover, etc., 10,000 miles since new, ice blue/dark blue interior, immaculate condition; £835.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

1955 (May) Austin-Healey 100, one owner, genuine 2,500 miles only, cream, fitted several extras, immaculate condition; £850 for quick sale by executor.

APPLY: Messrs. John Pritchard & Co., Bank Chambers, Bangor, North Wales. [5307

AUSTIN-HEALEY 1956, old price list; Austin-Healey 1955, 11,000 miles, £765; Austin-Healey 1955, approximately £150 extras, £750.—27, Pembridge Villas, W.11. [C1015

1955 (June) Austin-Healey, black/red leather, heater, 1,400 miles genuine, as brand new, used for 2 months only; £850.—Organs of Oxford, Banbury Rd. Tel. Oxford 59613-4. [5930

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Austin-Healey.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

AUSTIN-HEALEY 100 required, as new; exchange M.G. Magnette, as new.—Marvin, Undine, Cowes, Isle of Wight. [5884

CASH immediately for good Austin-Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

Austin-Healey Spares and Service

AUSTIN-HEALEY spares and service, for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd. Le Mans tuning kits and high-compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington. Tel. Kensington 1004. [3651

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART, Ltd.

1953 Bentley 4½-litre Hooper sports saloon, radio, heater, power operated windows, finished in black and silvery grey with grey upholstery; £3,850.

1953 Bentley 4½-litre R type sports saloon, sliding head, radio, heater, passed manufacturer, finished in black with brown upholstery; £2,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

WM

1951 Bentley standard steel saloon, metallic grey, red leather, mileage 45,000, superb condition; £1,795.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 R-type standard saloon, fitted with automatic gear box, finished in black, pearl and silver grey with grey hide upholstery, 25,473 miles; this car has always been maintained by Bentley Motors; £3,650.

1953 2-door saloon by Abbott, finished in black with grey hide upholstery, one owner, first registered August; £3,950.

1951 sports saloon with coachwork by James Young, finished in silver and black with maroon hide upholstery, registered November; £2,650.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

PB Ltd., offer:—

1951 standard steel saloon, black, grey leather, bench-type front seat, in excellent condition.

1934 3½-litre Park Ward sports saloon, in very nice condition throughout.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

H. C. PAUL, Ltd.

1952 Bentley standard steel saloon, big bore, 2-tone grey, exceptional condition; £2,275.

1952 Bentley standard steel saloon, big bore, midnight blue, 46,000; £2,250.

1949 Bentley Park Ward foursome convertible coupe, overhauled engine, exceptional condition throughout.

1948 Bentley standard steel saloon, black, exceptionally well maintained car; £1,095.

1949 Bentley standard steel saloon, black, 67,000 miles, replacement full-flow engine fitted at 50,000; exceptional throughout; £1,495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [C3040

1953 Bentley James Young sports saloon, one owner, complete history, magnificent; £3,295.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq. Mayfair 7444 (open until 7 p.m.). [C1082/R

JACK SMITH offers:—

1953 Bentley R type, black with beige upholstery, whole car in excellent condition; £2,850.

1952 Bentley Mark VI 4½-litre, large bore, small boot, duo metallic grey with maroon hide upholstery, full history available, one owner; £2,100.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

JACQUIER, Ltd., offer:—

1937 Series H.K. 4¼-litre Park Ward 4-door saloon, radio, heater; £625.

1936 3½-litre Barker 2-door Sports saloon, specimen car; £595.

1934 3½-litre Thrupp Maberly 2-door saloon, engine recently overhauled; £545.

1934 3½-litre Barker 2-door coupe with boot; £495.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

RIPPON BROTHERS, Ltd.

1953 (Nov.) Bentley saloon fitted with automatic gear box, cellulosed, black/grey with red leather upholstery; price £3,450.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [0906/R

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

The Autocar

each week and will see YOUR advertisement.

KNIGHTSBRIDGE offer:—

1950 (September delivery) Bentley Mark VI steel saloon, this is the finest used 4¼-litre available, finished in dual colour blue/special hide interior, chromium wheel discs, one private owner, 30,040 miles only, and meticulously serviced by the makers since new, full history available.

1955 (March delivery) standard steel saloon, grey, automatic, 6,000 miles only, new condition.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

RUSSELL MOTORS offer:—

1939 overdrive Bentley drop head coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.

1939 overdrive Bentley saloon by Park Ward.

1937 Bentley 4¼ Park Ward special saloon, recent engine overhaul, including crank regrind.

1937 4¼ Bentley semi-razor edged saloon by Thrupp & Maberly, radio, heater, etc.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1938 Bentley 4¼-litre 4-door razor edged sports saloon by Freestone and Webb, black/grey; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

MANN EGERTON & Co., Ltd.

1954 Bentley R-type automatic gear saloon, velvet green, fawn leather upholstery, 15,000 miles.

1953 Bentley R-type sports saloon, in grey with red leather upholstery; 17,000 miles.

1953 Bentley R-type sports saloon, Tudor grey, 20,000 miles.

1953 Bentley H. J. Mulliner lightweight special saloon, black, 15,000 miles.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C2006

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Barker saloon, repainted maroon and beige, extensive mechanical work carried out; £575.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-4. [C3007

BENTLEY (3½, 4¼-litre and New 4½-litre)

CLARKE'S OF PIRBRIGHT, Ltd.

OFFICIAL retailers Bentley cars, offer:—

1937 Bentley 4¼-litre sports saloon by Hooper, finished in perfect black cellulose with blue hide, 24,000 miles since complete engine and chassis overhaul, 4 new tyres; this is certainly one of the best pre-war Bentley cars available to-day; £775.

GUILDFORD Rd., Pirbright, Surrey. Brookwood 2201-2. Open throughout the week-end. [C1049

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

BENTLEY Mark VI standard steel saloon, registered 1948, black and fawn; the car has undergone a thorough check, and has had a works engine recently fitted; it can be purchased with confidence as being subject to our guarantee; £1,475.

LONDON Rd., Derby. Tel. Derby 47471. [C4073

PERFORMANCE CARS, Ltd., offer:—

BENTLEY 3½-litre Van den Plas tourer, complete history available, bills for £600, 1934; £545.

BENTLEY 3½-litre sports saloon by Rippon, 1935, £445; Bentley 3½-ltr. sports saloon, 1934, £355.

BENTLEY 4¼-litre Black Label saloon, 1931, £195; Bentley 3-litre Red Label coupe, 1924, £175.

SEE our list under Sports Cars.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

GUY SALMON AUTOMOBILES offer:—

1951 Bentley Mark VI standard steel saloon, one owner from new, 58,000 miles, carefully maintained; £1,850.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

WESSEX MOTORS, New St., Salisbury.

1953 series Bentley R-type sports saloon, finished in grey and black with grey upholstery; in superb condition throughout. Tel. Mr. Moules, Salisbury 3275. [C4087

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1953 Bentley R type, TN series saloon, superb example in velvet green with beige hide, full Bentley history, strongly recommended; £3,150.

1952 4½-litre H. J. Mulliner, black with brown upholstery, low mileage car, in impeccable condition, one owner £2,950.

1951 standard steel saloon, finished in green with beige upholstery, an immaculate car at a moderate figure; £1,650.

1949 standard steel saloon in midnight blue, complete with extras, spot lights, wing mirrors, radio, heater, white wall tyres, seat covers, etc., etc.; a distinctive car, in excellent condition; £1,350.—282, Kensington High St., W.14. Western 0207. [5961

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1948 Bentley Mk. VI by H. J. Mulliner, superlative condition, engine now being overhauled; £1,895.

1939 Bentley 4¼ overdrive Hooper foursome drop head, disappearing hood, wonderful condition; £995.

1936 Bentley 4¼ by Park Ward, perfect history; £585.

GUARANTEES, terms, exchanges; distance no object.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

JACK OLDING & Co. (MOTORS), Ltd., official Bentley, Rolls-Royce retailers, offer:—

1954 Bentley 4½-litre H. J. Mulliner Continental saloon, black, brown hide, synchromesh; £5,500.

1954 Bentley 4½-litre standard saloon, dual grey, grey hide, automatic, one owner; £3,650.

1954 Bentley 4½-litre standard saloon, black, red hide, automatic, one owner, 12,000 miles; £3,850.

1954 Bentley 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,550.

1953 Bentley 4½-litre standard saloon, dual grey, red hide; another, special grey; £3,150.

1952 Bentley 4½-litre standard saloon, shell grey, red hide; £2,550.

ALL the above cars have been passed by our officially appointed service department.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.) [C3030

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 Bentley Mark VI special Park Ward 2-door coupe body, red upholstery, radio, 38,000 miles only, this car is in immaculate condition throughout; £2,950. Maximum h.p. [C1001

1939 Bentley 4½ MX series, overdrive, utility; £725.—Leatherhead 2271. [C3029

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley Retailers and Repairers, offer:—

1954 Bentley R type, automatic gear box, silver grey and black, one owner, genuine 17,000 miles; spotless; £3,750.

1950 (June) Bentley standard saloon, dual grey, 36,000 miles; exhibition condition; £1,875.

1947 (Dec.) Bentley standard saloon, black/brown, speedo reading 51,000, overhauled; £1,325.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Bentley steel saloon, black/brown, radio, heater; £1,335.—Odeon Motors, Ltd. Bar. 1144. [C3028

1936 Bentley Park Ward saloon, recent and considerable bills, coachwork in beautiful condition; £685.

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. [C4036/1

S-TYPE Bentley, May, 1956, dual grey, for sale in July when mileage will be approx. 4,000; offers invited.—Box 1705. [5701

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1953 (September) Bentley Mark VI saloon, TN series, nominal mileage, equal to new throughout; £3,350.

1951 Bentley Mark VI big bore saloon, in superb condition throughout; £1,875.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1955 Bentley Automatic, condition as new, dual grey, one owner, low mileage; £3,850.—Montrose, Wembley 2636. [5935

BENTLEY B series saloon, shell grey/black pearl, 7,000 miles only.—Offers in writing to The Dimples, Garstang, Nr. Preston, Lancs. [5616

BENTLEY 4¼-litre Mark VI saloon, 1951 (May), finished silver grey and blue with tan hide upholstery, in very good condition; £1,695.

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen Worcs. Tel. Halesowen 1641. [5646

1937 Bentley Gurney Nutting sports saloon; £495.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1950 (late) Bentley Mk. VI saloon, indistinguishable from new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1950 Bentley standard steel, 47,000 miles, engine just overhauled; £1,850.—Crest of Bournemouth, 14, Westcliff Rd., Bournemouth 7160. [C1099

495 gns.—Bentley 1937 4¼-litre Park Ward foursome drop head coupe, black, blue leather, exceptional; terms, exchanges.—Rowland Smith, below.

365 gns.—Bentley 1936 3½-litre Rippon sports saloon, Cotswold beige, sliding head, red leather, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (July) Bentley Mark VI, a most attractive special body by Freestone & Webb, immaculate, complete Bentley history, mileage 20,000; £2,950.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5503

EDWARDES & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1273), officially appointed Bentley retailers and repairers, reliable used cars in stock. [8436

1950 standard steel saloon, black, one owner, 69,000 miles, perfect condition, new tyres, taxed; offers.—Jones Garage, Syston, Leics. Syston 86257. [5571

1951 (January) Bentley Mark VI saloon, Tudor grey, grey leather; price £1,950.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [C3100

1953 (October) Bentley Mk. VI Mulliner saloon, finished in black and shell grey with red upholstery, 23,000 miles, one owner, chauffeur maintained; £3,900.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090

1937 Bentley Park Ward top hat saloon, recent overhaul; £650.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

ACRES offer.—1949 (October) Bentley, navy blue with blue interior one owner, good condition; £1,395.—136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

BENTLEY 4¼-litre, first registered November, 1949, 48,000 miles, Freestone & Webb blue and silver sports saloon, personal property of late company chairman.—Box 1733. [5806

£1850!!!—1950 Bentley Mk. VI saloon de luxe, virtually as new, 36,000 miles, overhaul just completed by Jack Barclay for £200, the finest you can possibly see.

£565!!!—1937 Bentley 4¼ Park Ward sports saloon, immaculate and spotless condition throughout.

£495!!!—1936 Bentley 3½ drop head foursome coupe, in excellent condition throughout.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C3052

1937 Bentley 4¼-litre sports saloon by Park Ward, black with brown hide interior; seen by appointment.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

1950 Bentley Mark VI s.s. saloon, all luxury equipment, grey, red upholstery, beautiful condition, any test, trial or inspection; £1,495.—Deganwy, North Wales. 63168. [5285

1950 Mark VI standard steel, grey, radio and heater, excellent condition; £1,495.—L. F. Ward, Ltd., Grange Road Garage, Thornton Heath. Tel. Tho. 5646. [C4043

ANTHONY CROOK.—1953 R-type Bentley, one fastidious owner, genuine 28,000 miles, maintained solely by Rolls-Royce and ourselves; £2,950.—High St., Esher, Surrey. Tel. 4580. [C1063

1953 Bentley saloon, R type, black, grey trim, all extras, 29,000 miles, superb condition; £3,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

1951 (reg. Oct.) Bentley Mark VI standard steel saloon, shell grey with grey upholstery, one owner, recent works overhaul, complete history; £2,125.—H.T.P. Motors, Ltd., Truro, Cornwall. Truro 2581. [5129

1936 Bentley 3½-litre Gurney-Nutting sports saloon, black, brown leather, taxed year, regularly maintained by owner who desires quick sale; a real bargain at £325.—May be seen and tried at Bakers, Ltd., Wallingford. Tel. 2022. [5790

ROSE & YOUNG, Ltd., offer: 1953 Bentley Mark VI R-type saloon, T.N. series, 28,000 miles only, one owner, complete Bentley history since new, unmarked; £2,875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (4 min. Streatham Hill Station). Tulse Hill 4464. [C3057

HOLLAND PARK AUTOMOBILES offer Bentley big bore S.S., owned and maintained by Rolls-Royce until Dec., '53, one careful owner since, full works history; many '54 mods., including seating, dynamo and matrix, side-out radio, heated rear window, etc., H.P., exchanges; £2,350.

1947 Bentley Mark VI S.S. engine, 30,000 miles, radio, grey, excellent condition; h.p., exchanges; £1,195.

HOLLAND PARK AUTOS, 142, Holland Park Ave., W.11. Park 2626. [C2085

BENTLEY (3½, 4¼-litre and New 4½-litre)

BENTLEY.—An opportunity to acquire at a keen price an immaculate 1954 R type saloon, automatic gear box, attractively finished in Lugano blue, whole condition first class, mileage 35,000, one owner, chauffeur driven; price £3,425.—Andersons, 268, Ayr Rd., Newton Mearns, (Glasgow). Tel. Newton Mearns 3253. [5611

1947 James Young all-electric saloon, finished in suede green, very low mileage, this car is truly perfection itself and has to be seen to be believed, any part exchange within reason accepted; terms.—Temple Motor Co., Ltd., 124, George St., Croydon. Tel. Croydon 1525. [5766

1952 (Oct.) Bentley standard steel R-type saloon, finished in midnight blue with blue upholstery, fitted with West of England blue seat covers (costing £75), 2 flame thrower spot lamps, special fog lamp and horn; a specimen example of this model, having been meticulously maintained, mileage 35,000.

THE HILLSBOROUGH GARAGE & MOTOR Co., Hillsborough Bridge, Sheffield, 6. Tel. 46795-6. [5590

Bentley Cars Wanted

C

M

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434 [0658/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good Mark VI wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1.

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

CASH immediately for good Bentley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate Preston. Tel. 4245. [0636/R

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

Bentley Spares and Service

A

SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES, all models.—Tel. Flaxman 2223 (5 lines)

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [81082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [83030

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

B.M.W.

£130—1½-litre cabriolet 1956, very carefully maintained; terms and exchanges.—R. J. Searle, Ltd., 25, Church St., Hampton, Molesey 2142/3. [C4069

B.M.W. ISETTA

B.M.W. Isetta, guaranteed mileage under 1,000; offers.—13, Grove Ave., Norwich. [5857

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BRISTOL

BOB GERARD CARS offer:—

1951 Bristol 401, fitted heater, radio, Cambridge grey, one owner, in excellent condition.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 61511—7 lines. [4692

PHILIP RICKARDS, Ltd., offer:—

1949 Bristol 400 Farina convertible foursome, pale blue, 31,000 miles; a most attractive car in exceptional condition; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

BRISTOL

A

ANTHONY CROOK offers all new Bristol and 1947-1948-1949-1950-1951-1952-1953-1954-1955-1956 used models, Types 400, 401, 403, 404, 405, always in stock. Examples:—

1956 405, just run in, supplied by us and specially tuned, over 115 mph, 25 mpg, grey, Turkish red upholstery; £3,000; another in standard trim; £2,850.

1953 401, full history; £1,225.

1951 401 heater, radio; £995.

1948 400, radio; £645; others available.

THE advantages of dealing with leading distributors with specially trained staff and service and spares facilities will be obvious.

ANTHONY CROOK MOTORS, Ltd., High St., Esher, Surrey. Tel. 4580. [C1063

RAYMOND WAY

RAYMOND WAY OF KILBURN

RAYMOND WAY, the hire-purchase specialists.

1948 (Oct.) Bristol 400 saloon, British racing green cellulose, radio and heater, full history available, engine reconditioned last year, taxed December; 699gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1951 Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,150.

1953 Bristol 405 saloon, finished in heather grey with maroon upholstery; £1,700.

1954 Bristol 405 saloon, finished in green with green upholstery; £2,750.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5962

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 series Bristol type 400 saloon, black, radio, heater; £795.—Odeon Motors, Ltd. Bar. 1144. [C3028

BRISTOL 401 (first reg. March, 1950), maroon/biscuit upholstery, first-class motor car; £985.—Malden 3666. [5728

1953 Bristol 403 saloon, blue with brown upholstery, small mileage, immaculate throughout; £1,695.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5046

£695!!!—Bristol 400 sports saloon, 1948, superb appearance and mechanical order, titled owner, heater and radio.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day Whit-Monday. [C1035

BRISTOL 400 saloon, 1950, exceptional condition, new tyres, fitted radio and heater; offers over £725. Reade, Shangri-La, Bank Rd., Wellington, Shropshire. [5532

1954 Bristol 403 saloon, 15,000 miles only, heather grey, radio, heater faultless condition; £1,795; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [5765

1953 Bristol 401 saloon, radio and heater, maroon and beige, serviced Bristols, recent overhaul and decoke, mileage 48,000, exchange M.G. Magnette; £1,495.—Box 1746. [5899

1949 type 400, black, radio and heater, £750; 1950 (September) type 401, green, radio and heater; £875.—L. F. Ward, Ltd., Grange Road Garage, Thornton Heath. Tel. Tho. 5646. [C4043

1950 Bristol 402 drop head coupe with separate detachable hard top, finished in metallic blue, beige upholstery, heater, radio, engine needs attention, 28,000 miles only, one Royal owner; bargain £750.

MICHAEL CHRISTIE MOTORS, Bicester Rd. Aylesbury. Tel. 4727. [C1094

1952 401, B.R.G., as new inside and out, heater, H.M.W., new X tyres, twin flame throwers; it would be difficult to find a better 401; taxed Dec.; £1,195; h.p. and exchanges.—Jones Garage, Syston, Leics. Syston 86257. [5572

1953 Bristol 401 saloon, one owner, 35,000 miles, fitted every extra including specially tuned engine by A.F.N. at a cost of £750, dark green with beige hide interior, outstanding car with terrific performance and road holding; £1,295.

W. PHILLIPS & SON (MOTORS), Ltd., 13/15, Albion St., Lower Mosley St., Manchester 1. Tel. Central 7577. [5825

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. West Country distributors of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25280 [0474/R

Bristol Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH immediately for good Bristol.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

B.S.A.

B.S.A. 1939 10hp 4-seater, green; £155.—Miles, 19, Babbacombe Gardens, Ilford. [5838

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

GENUINE vintage Bugatti saloon, 35hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

METCALFE & MUNDY, Ltd.

BUICK saloon, registered February, 1954, 30,000 miles, all extras, immaculate 31hp Dynaflow, maroon; £675.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

WM. GORDON CARS OF COVENTRY offer:—

BUICK Roadmaster Riviera, 2-door, hard-top coupe de ville, registered October, 1951, Dynaflow automatic transmission, radio, Whitewall tyres, nylon covers, numerous other extras, colour ivory; present list price of this model, £5,000; this car offered in the first buyer at £850.—Wm. Gordon Cars, Sovereign Rd. Garage, Sovereign Rd., Coventry. Tel. Cov. 68349 or 62813. [C2102

BUICK Sedan, column gear, radio, heater, overhauled; £195.—After 7 p.m., 84, Lordship Park, N.16. [5858

1939 Buick 30 drop head coupe, guaranteed; £160.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

BUICK Super 51 Riviera hard top, 2/1/52, blue and white, radio, air conditioning, Tartan covers; £850, exchange considered.—Stowmarket 487. [5672

1955 Buick special, radio, 8,000 miles; £2,200.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1952 Buick special saloon, Dynaflow radio and heater, this car is in magnificent condition throughout.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Buick buyers, outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1954 Cadillac 62, one owner, 12,000 miles only, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1949 Cadillac convertible, ohv engine.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

CADILLAC, Hydramatic drive, black saloon, registered 1951, all extras, works maintained; £850.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

£1199!!!—Cadillac convertible, electric hood, electric windows, electric seat adjustment, completely hydramatic drive, only 2 pedals, although first registered 1950, having new type ohv engine, this vehicle looks and runs as well as 1956 model costing £4,000, magnificent specimen in 100% condition, recently had overhaul costing £250.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Cadillac buyers; outright purchase or part exchange.—345, High Rd., Wembley Wembley 8691, 3903. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121 [0304/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1953 Chevrolet 150 2-door heater, low mileage, one owner.

1952 Chevrolet 4-door de luxe R. & H., all extras.

1950 Chevrolet 2-door, heater, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691, 3903. [C4015

1953 Chevrolet Bel Air, radio, heater, fitted loose covers, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/2

1951 Chevrolet Powerglide, automatic transmission, radio, heater, excellent condition throughout.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Chevrolet Bel Air l.h.d. 2-door sports Sedan, Powerglide, radio, heater, 7,000 miles; £2,295.

1955 Chevrolet Bel Air saloon, radio, heater, 9,000 miles; £1,645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

1946-7 Chevrolet Fleetline saloon, r.h.d., black, exceptional condition; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 Chevrolet, radio, heater, 10,000 miles; £1,050.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1954 Chevrolet Bel Air 4-door r.h.d. saloon, many extras, new condition, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1952 Chevrolet Bel Air, 2-door, black with red interior, power-glide, radio, heater, taxed year; £775.—Lex, Wembley High Rd., Tel. Arnold 3970. [5812

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Chevrolet buyers; outright purchase or part-exchange.—345 High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHEVROLET.—Spare parts and service for cars and trucks, the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd. 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0801/R

CHRYSLER

SIMPSON'S offer:—

1948 Chrysler New Yorker, R. & H., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

AUTOSALES (LONDON), Ltd., offer:—

1952 Chrysler Windsor de luxe saloon, fitted radio and heater, many extras, in perfect condition throughout; £673.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [5464

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd. Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Chrysler buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691, 3903. [W4015

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CITROEN

GUY SALMON AUTOMOBILES offer:—

1954 Citroen Light 15, black/red leather, carefully maintained by one fastidious owner; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Citroen Light 15, maroon reconditioned engine; £415.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1952 (March) Citroen 6 black saloon, one owner, immaculate; £495.—Victoria 0869. [5784

1940 L/15, excellent throughout, heater, wireless, extras; £210 o.n.o.—Oldham, Warwick 361. [5659

1938 12hp Citroen, many extras, fast, reliable; £175.—143, Northwood Way, Northwood, Middlesex. [5774

£175.—6-cylinder saloon, 1940, exceptional example, maintained regardless of cost; terms and exchanges.—Searle, Ltd., Molesey 2142-5. [C4069

1947 Citroen Light 15, black, sliding roof, body resprayed, mechanically sound; £265.—G. D. Mole, 2, Bournside Close, Warden Hill Rd., Chelmsham. [5896

1948 Citroen Light 15 saloon, black, brown hide, sunroof, taxed, a nice car in every way; £325; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

195gns.—Citroen 12 late 1939 sports saloon, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

JOHN S. TRUSCOTT, Ltd., for Citroen.—Only the best examples are offered: 1955 Light 15, 8,000 miles, one owner, sunset grey, red leather; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

PRE-WAR Citroen wanted.—Glynn, 189, Pavilion Rd., S.W.1. Sloane 4867. [W2098

ALL models required.—R. J. Searle, 25, Church St., Hampton, Molesey 2142-5. [W4069

CNK MOTORS are very good buyers of specimen Citroers.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 8464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists in Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs; all spares stocked. [0585/R

CONNAUGHT

J. H. BARTLETT.—Connaught 1949, 1,750cc, 110mph, ex-works, competition sports 2-seater R. & G., full road equipment; £395.—27, Pembridge Villas, W.11. [C1013

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DENHAM'S for Daimler.

ALWAYS a selection of good used cars available. See our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 2021. Esher, Surrey. [C1100

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HILLMAN, Humber, Sunbeam, Commer.

1951 Daimler Consort saloon, fitted all extras, immaculate condition; £625.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorm 5064. [C3080

TOLWORTH MOTORS, Ltd.

1956 model Century Mk. II, 2,000 miles, radio, loose covers, as new; £1,395.

1955 Conquest, low mileage, one owner, outstanding condition; £1,095.

1954 model Conquest, moderate mileage, most immaculate; £895.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

METCALFE & MUNDY, Ltd.

1951 model Daimler Consort saloon; mileage under 20,000, condition as new; £575.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

B. J. HUNTER, Ltd. offer:—

1949 Daimler 18 saloon, beautifully maintained; £450.—Below.

1938 Daimler 18 saloon, one elderly doctor owner, maintained by Daimlers; unrepeatable at £195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1953 Daimler Conquest saloon, black/brown leather, 13,000 miles, one owner only; £865.

1951 Daimler 2½-litre special sports coupe, black and ivory/red leather, recently fitted new heavy duty Whitewall tyres, extras include screen washers, special Windtone horns, metal trimmings on door strips, etc., whole car in faultless condition throughout, one owner only; £985.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Conquest convertible coupé (Dec., 1954), green, red leather, radio; £1,395.

DAIMLER 2½-litre Conquest saloon (May, 1955); silver and maroon, red leather; £1,300.

DAIMLER 2½-litre Century saloon (June, 1954), black, red leather; £1,200.

DAIMLER 2½-litre Conquest saloon (Nov., 1953), grey, red leather; £965.

DAIMLER 2½-litre Consort saloon (Mar., 1951), black, red leather; £750.

STRATSTONE, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1947 Daimler 2½-litre, in outstanding condition; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 (July) Daimler Consort saloon, black, brown leather, immaculate condition; £565.

1954 Daimler Conquest saloon, genuine 9,960 miles only, one owner, Ripco condition; £1,025.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1956 cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [2275

1953 (Sept.) Daimler Conquest, one owner, very low mileage, in exceptionally fine condition; £895.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [1070

1955 (June) Daimler Century, green, H.M.V. radio, twin speakers, one owner, 7,000 miles; £1,400 o.n.o.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5502

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists. Bristol 20091. [0667/R

£435.—1950 2½-litre Daimler drop head foursome coupe, body by Barker, fitted heater, etc., original list price £2,300.

SPEED MODELS, 54, Warren St., Euston Rd., W.1. Euston 2156. After 6, Livingstone 7777. [4852

1955 Conquest Century, black and beige, one owner, chauffeur maintained, immaculate; £1,325.—36, Nottingham Place, W.1. Welbeck 0542. [5059

DAIMLER Century saloon, late '55, black, fawn leather, only just run in, as new throughout; £1,425.—Robbins, East Putney. Tel. 7881. [C3010

CASS'S MOTOR MART.—1953 Daimler 18hp saloon, black, new tyres, outstanding condition; £350, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 model Daimler 2½-litre Barker drop head coupe, cream/red, 37,000 miles; £950.—Ivor Beal, Ltd., 35, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

1954 Daimler Century saloon, blue, with blue interior, 20,000 miles, excellent condition throughout; £985.—Weybridge Automobiles, Ltd., Weybridge 2233. [C4094

SEVEN-PASSENGER, 1938, E.L., 24hp saloon, boot, forward occasionals, leather throughout, one private owner, mileage 42,000, in extremely fine condition throughout; £595.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1955 Daimler Century, 5,000 miles, finished green/cream, seat covers, as new throughout; £1,295.—Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1954 Daimler Conquest, one owner, superbly maintained; £885.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe, E. Bournemouth. Tel. Southbourne 43344. [C4024

1955 Daimler Century drop head coupe, 5,000 miles only; £1,345.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

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DAIMLER

A DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write or Tel. Coventry 2146-7. [0444

1954 (March) Daimler Conquest saloon, finished black with beige leather upholstery, fitted H.M.V. radio, twin speakers, heater, mileage 31,000, one owner, beautiful condition.
THE HILLSBOROUGH GARAGE & MOTOR Co., Hillsborough Bridge, Sheffield, 6. Tel. 48795-6. [5591

1953 Conquest, very low mileage, always chauffeur maintained and driven, black, with brown leather, virtually as new; £865.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8526. [C2075

1951 Daimler Consort, black, red leather, fitted radio (two speakers), heater and demister, screenwash, wing mirrors, tailored loose covers, twin fog lamps, etc., immaculate; £595.—Tel. Ascot 113. [5640

1954 series Daimler Conquest saloon, one owner, excellent appearance and mechanical condition, taxed; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel Hyde Park 9184. [C1050

DAIMLER Straight 8 touring limousine, Hooper body, wireless and heaters, loose covers, electric division, colour dove grey and black, first-class condition throughout; full Daimler history.—Tel. Langham 1104, ask for Garage. [5613

1952 Daimler Consort, black, with brown leather, fitted with Life Guard tubes and nearly new tyres, 25,000 miles; £785.—Dr. C. E. Freeman, Abingdon, Queens Drive (Utting Avenue Corner), Liverpool, 4. Tel. Stanley 1501 or Royal 6534. [5669

225 gns.—Daimler 1939, 2½-litre, de luxe, saloon, sliding head, leather, preselector, i.f.s., excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Daimler 2½-litre special sports drop head coupe, one careful owner, cream and green, beige hide, heater, overdrive, etc., excellent condition; £900.—Gee Cars, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733 or Macaulay 3363. [5959

1954 (Nov.) Daimler Century 4-seater drop head coupe, black, red hide, 3,961 miles only, next-to-new, one owner, today's cost £2,041; realistic value at £1,375, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035

1951 Daimler Empress saloon, finished in grey and black, with grey interior, coachbuilt by Hoopers, fitted radio, etc., this car is in beautiful condition throughout having a recorded mileage of 11,000 miles; price £1,800.—Morsmith Motors, Ltd., The Daimler distributors, 41-47, Frederick St., Cardiff. Tel. 30791/3. [5742

£925!!!—Daimler sports coupe, 1951, special 2½-litre model, twin carb. engine and overdrive, heater and radio, duo grey finish, brown hide interior, bills for overhaul this year, very beautiful car in first-class order throughout; six other post-war Daimlers available, 2½-litre saloons, Consorts, Conquests, and a Barker foursome coupe.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day Whit-Monday. [C1035

£675!!!—Daimler 2½-litre Consort de luxe saloon, about one of the last made, one owner, when purchased speedometer recorded 15,000 but the vehicle has been maintained so fastidiously it would easily pass for a 5,000-mile motor car, open the doors, it virtually looks and smells brand new, drive it, its magnificent.
LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. Finchley 6222. [C2052

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ROWLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAIMLER Conquest or Century, finished black or grey, 1953/54 model, required in good condition by:
NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcs. Tel. Halesowen 1641. [5644

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Daimler.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. [0445

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

DELAGE D670 drop head coupe, 1938, Marchals, 5 new tyres, very fast, perfect condition; £275.—"Romney Cottage," Leeson's Hill, Chislehurst, Kent. Orpington 24136. [5651

DELAHAYE

1949 Show model type 135 M Pennock drop head coupe, immaculate condition throughout, excellent mechanically, Cotal gear box; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

De Soto Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American De Soto buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3905. [W4015

D.K.W.

D.K.W. saloon, 2-cylinder, Reg. 1952, in marvellous condition indeed; fully guaranteed.
B. & M. GARAGES, Ltd., for D.K.W. cars, German D.K.W. spares; terms, exchanges, for new Ford cars.—42a, St. Michael St., Paddington, W.2. Pad. 6877. [0016/R

1955 D.K.W. Sonderklasse, 3,800 miles; £800, exchange considered.—Webber, 13, Sanderstead Court Ave., Sanderstead 5128, Surrey. [5539

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1953 Dodge r.h.d. Coronet V8, r. and h., all extras.
1955 Dodge r.h.d. V8 Royal, Hydramatic drive, power brakes, r. and h., all extras.
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SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 8691/3905.

1954 Dodge Kingsway, radio, 5,000 miles; £1,475.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Dodge Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Dodge buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3905. [W4015

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H. C. PAUL, Ltd.

1955 Fiat 1100 TV saloon, 2-tone black and plum, mileage 6,000, immaculate throughout; £825.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

J. DAVY, Ltd., Fiat distributors.

1956 series 1100 saloon, 2,000 miles; £755.

1956 Fiat 600, 700 miles; £569.

1955 (October) 1400A, 5,000 miles, virtually new, at saving of £400; £845.

180-4 Kensington High St., W.8 (Wes. 7181). 215, Brompton Rd., S.W.3 (Kni. 4215). [C1069

1956 Fiat 600, light green, 600 miles only; £595.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

S & S MOTORS.—1939 500cc cabriolet, good condition; bargain £110.
S & S MOTORS.—1937 cabriolet, new hood, reconditioned engine in beautiful condition; £175.
S & S MOTORS.—1939 4 seaters, choice of three, reconditioned engines; £215.
S & S MOTORS.—1955 500C, 8,000 miles only; £475.
S & S MOTORS.—1955 600, small mileage; £515.
S & S MOTORS.—All above and many others from £100.—18, Leinster Terrace, W.2. Pad. 6174.

FIAT 500cc 1937, excellent condition, reasonable offer. 27, Frognal, N.W.3. Swi. 2521. [5677

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1955 1100 TV, 5,000 miles, showroom condition, £845; 1955 1100 saloon, low mileage, showroom condition, £675; 1955 600, showroom condition, £497.—45c, Holland Park Mews, W.11. Park 5731.

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MAYFAIR GARAGES, Ltd., Fiat West End Showrooms, Balderton St. (opp. Selfridges clock), W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. [C3009

FOR a good used Fiat, specialized tuning and spares try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [3578

FIAT 500C convertible, new and used, £515; also 1955 600 saloon, genuine 2,900 miles, extras, £545.—International Garage, Broughton, nr. Preston. [5815

1956 Fiat 600 saloon, under 1,000 miles; £575; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1956 Fiat 1400, dark green, with grey leather, works mileage only, offered considerably below list price.—Cox's Motors, Conduit St., Leicester. Tel. 60319/20023. [C1105

1956 Fiat 600 saloon, very carefully used, mileage 4,000, price £525; exchanges.—Vintage Engineering, Fiat Distributors, Market Deeping, Peterborough. Tel. 387. [4885

FIAT 1,500cc pillarless saloon, 1938 model, metallic blue, matching real leather upholstery, excellent condition, one owner, regularly maintained; ideal for enthusiast.—Box 1702. [5698

1956 Fiat 1100 saloon, 408 miles, heater, screen sprays, as new, approx. £100 under list; £755, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 Fiat 11000 TV saloon, finished black and plum with grey upholstery, in exceptional condition throughout, fitted radio, loose covers, twin spots and reversing light, 13,000 miles; £850.
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C3090

1955 1100 TV (fast touring), in duo-tone blue, 13,000 miles, whitewall tyres, approx. 40 mpg and 85 mph, works maintained; the small car with the big stride; £785.—Freeman, 125, Kensal Rd., W.10. Ladbroke 4781. [5542

FIAT

600 1955 series, well maintained and fitted 8.5/1 cylinder head giving improved performance, £499; new model, bottle green, for immediate delivery from stock with high-performance head fitted.—Ruddis, Fiat Agency, Showrooms aj. Central Station, Worthing 7773-4. Terms. Exchanges. Distance no object. [4893

Fiat Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [0695/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [0652/R

S. & S. MOTORS invite all clients to visit our new stores; London's largest Fiat stockists, at 18, Leinster Terr., W.2. Pad. 6174. [0145/R

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0-50 18secs with your 600 fitted high performance cylinder head by Rudds, 41, High St., Worthing; leaflet by return; £14/10 on exchange or fitted while you wait; Fiat 600 turbo discs £6/10 set. [4895

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

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W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Anglia saloon, black with red upholstery, heater, fog lamps, one owner, excellent condition; £465; our hire purchase terms are now 5 per cent for 12 months.
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A1 at Browns.

1954 Ford Anglia, carefully used, in magnificent condition; £470.
W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

NEWNHAMS, Ltd.

1956 Ford Anglia saloon, low mileage; £525.

NEWNHAM House 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

PERRY'S OF HARROW.

HAVE an excellent selection of post-war Ship saloons available.
'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

1955 Anglia, 6,000 miles, blue, heater, showroom condition; £495.—Reading 71159. [5559

1955 (Dec.) Ford Anglia de luxe, heater, taxed year, only 3,000 miles, one owner; £550.—Tudor 6145. [5667

1955 Anglia saloon, grey export model, guaranteed, only 3,100 miles; £545.—Campbell Symonds, Wembley 6262. [C1037

£345!!!—1953-4 Ford Anglia de luxe saloon, only one owner, tiny mileage, virtually new throughout.
LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. Finchley 6222. [C2052

325 gns.—Ford Anglia 1953 10hp saloon, one owner, excellent condition; terms, exchanges.—Rowland Smith; below:—

225 gns.—Ford Anglia 1946 saloon, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 series Anglia de luxe saloon, low mileage, Dorchester grey, heater, screen washers; £565.—Worthing 6123. [5917

1955 (December) Ford Anglia de luxe saloon, black, fitted heater, 1,800 miles only since new; £545.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1955 Anglia saloon, grey, red interior, heater and Windstone horns, 8,000 miles, spare unused; £495.—Robbins, East Putney. Tel. 7861. [C3010

1955 (reg'd. late '54) Ford Anglia saloon, heater, one owner, low mileage, 3 months' guarantee; £495.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 Ford Anglia, choice of 5 from £285; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1955 Anglia saloon, heater, low mileage, guaranteed; £485; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

1956 Anglia de luxe saloon, 1,700 miles only, as new throughout; £555; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

£249—1947 Ford Anglia, excellent condition, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yds Clapham South Tube). Batt. 1107. [C2024

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, low mileage, heater, choice several from £479; 1954, £469; 1953, £319; 1949, £259.—Stockwell Rd., S.W.9. Brixton 6251.

FORD Anglia (Oct) 1955 saloon, colour grey with red upholstery, very low mileage, heater; £525; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066.

WALTER SCOTT, Ltd., offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. [C4006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

TANKARD & SMITH, Ltd., offer 1954 Ford Anglia saloon, black/red, heater, one owner, 21,000 miles, excellent; £485; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1951 Series Ford Anglia saloon, as new, reconditioned engine; £285; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2760 and 8894. [C3059

Ford Anglia Cars Wanted

ALMOST new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD (8 h.p.)

125 gns.—Ford 8 1938 de luxe saloon, dark blue, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Popular saloon, black with red upholstery, extras, very good condition; £340; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

B. J. HUNTER, Ltd., offer:—

1955 Ford Popular saloon, 5,000 miles only; £355.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WOOD & LAMBERT, Ltd., main dealers.

A GOOD selection of used Populars from £315.—49, Stamford Hill, N.16 (Sta. 3434). [C4093

1954 Ford Popular, black, one owner; £315.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

FORD Popular 1954, grey, extras; £330, o.n.o. after 7 p.m.—13, Crescent Drive, Petts Wood. [5863

1955 Popular, black, immaculate condition, space required; £337.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1954 Ford Popular saloon, black, heater, indicators; £345.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1954 Ford Popular saloon, grey, 7,000 miles, fitted trafficators, spotlight, parcel tray, immaculate; £335.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

1956 Popular, blue with grey interior, works mileage; £410.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1954 Popular, grey and red, very nice motor car; £335.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1954 Ford Popular, excellent condition; £335.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1954 model Popular saloon, immaculate, guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1954 saloon, black, 15,000 miles, exceptional throughout; £325.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1060

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloon, 2,000 miles, extras, £359; 1954, low mileage, choice several, £329; 1953, £299.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1955 Popular, 11,000 miles, blinkers, oil filter, mirrors, spotlamp, used as second car, garage maintained; offers around £350; apply.—Cafe, 373, Westway, W.12. She. 3083. [5684

1953 Ford Popular saloon, blue, one owner, extras, converted for disabled driver with right leg disability, very clean, any inspection invited, 3 months' guarantee; £335.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

POPULAR, Nov. 1953, Bristol fawn, 16,000 miles, heater, loose covers, trafficators, chrome bumpers, stabilizer, twin wipers, twin Lucas spot lamps, draught deflectors, air cleaner, immaculate; £345 private.—Pinner 6930. [5894

295 gns.—Ford Popular 1954 saloon, one owner, good tyres, excellent condition; choice of 5 Populars; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

NEW Ford Popular saloons, taxed and insured ready to drive away; exchanges welcomed; any car accepted as whole or part deposit; balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

Ford Popular Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD PREFECT

A1 at Brown's.

1955 (Sept.) Ford Prefect saloon, black, red leather, heater, under 5,000 miles, spotless throughout; £565.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Prefect saloon, black with red leather upholstery, heater, fog lamp, one owner, excellent condition; £355.

1954 Prefect saloon, black with blue leather upholstery, heater, fog lamp, very good condition; £495; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1955-6 Ford Prefect saloon, black with red leather upholstery, heater, mileage under 4,000, taxed; 569gn.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

TEL. Harro 7 4282/9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

H. A. SAUNDERS, Ltd., offer:—

1955 Prefect, fawn, red upholstery, heater; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

COMPTON & FULLER, Ltd., offer:—

1955 Ford Prefect, blue, radio, heater, Rimbellishers, 5,000 miles only, as new; £565.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

ALLAN TAYLOR (MOTORS), Ltd., offer:—

LATE 1954 Ford Prefect, black, 16,000 miles; £535.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [5761

WOOD & LAMBERT, Ltd., main dealers.

1955 Prefect saloon, black with heater, most attractive; £530.—49, Stamford Hill, N.16 (Sta. 3434). [C4093

1953 Prefect saloon, heater, guaranteed; £375.

1956 Prefect export saloon, blue, radio, heater, with extras, 3,186 miles only; £645; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1955 Ford Prefect, de luxe, fawn, 4000 miles, as new; £570.

FELL Rd., Croydon. Tel. Croydon 7464. [C1098

1946 Prefect, very clean and reliable car.

ARDEN GARAGES, Ltd., Arden St., Stratford-on-Avon. Tel. 3243-4. [5523

1956 Ford Prefect de luxe, leather, heater, 3,000 miles, as new; £625.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

PREFECT de luxe, 1955, Dorchester grey, 5,000 miles; £560 o.n.o.—Tel. Fulham 1872. [5952

1956 Prefect, de luxe, leather, heater, new; £657/12.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1953 (Sept.) Prefect, black, duo-tone, leather, many useful extras, excellent condition; £345.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£530.—October 1955, low mileage, privately owned, heater and extras.—Tel. Seven Kings 3777, day time. [5615

1956 Ford Prefect de luxe, black, delivery mileage, taxed for year, heater, Dinnages.—Tel. 1466 Haywards Heath. [5863

1955 (reg'd. late '54) Ford Prefect saloon, leather and heater, one owner, low mileage, 3 months' guarantee; £525.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1955 Prefect de luxe saloon, heater, taxed, unmarked, just as new; £575; consider part exchange.—Worthing 1839. [C4027

525 gns.—Ford New Prefect 1955 model saloon, leather, heater, small mileage; terms, exchanges.—Rowland Smith; below:—

375 gns.—Ford Prefect September 1953 saloon, Winchester blue, blue leather, one owner, exceptional; terms, exchanges.—Rowland Smith; below:—

265 gns.—Ford Prefect November 1948 saloon, radio, loose covers, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Prefect, black, exceptionally well maintained, low mileage; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1953 Ford Prefect, in immaculate condition throughout, extras; £395.—110, Battersea Rise, S.W.11. Battersea 0549. [C1096

1955 Ford Prefect, black, heater, one owner, small mileage, as new; £545.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1948 Ford Prefect, black/fawn interior, original and immaculate throughout, taxed December; £285.—84, Agamemnon Rd., N.W.6. Hamostead 2764. [5681

FORD PREFECT

£545!!—1955 Prefect saloon, black/red interior, only 6,000, one owner and as new.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 7,000 miles, heater, £529; 1953, 18,000 miles, heater, one owner, £369.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner; £535.—38, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4466. [C4006

1956 model Ford Prefect saloon de luxe, first reg. Nov. 1955, black, fitted heater, guaranteed mileage only 150, absolutely as brand new; £595.—Upperton Garage, Upperton Rd., Leicester. Tel. 59562. [5794

1955 Ford Prefect saloon, one owner, 6,300 miles, Handa overdrive heater, Alexander Hi-Power conversion, loose covers, wind screen washer, spot light, wing mirrors, Ace Rimbellishers, special 2-tone finish; £625.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

FORD Prefect (March) 1955 saloon, colour black with red upholstery, small mileage, fitted heater and wing mirrors, excellent condition; £550; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [5754

1955 Ford Prefect saloon, one owner, 6,300 miles, Handa overdrive, heater, Alexander Engineering Company engine conversion, loose covers, windscreen washer, spotlight, wing mirrors, Ace Rimbellishers, special 2-tone finish; £625.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

Ford Prefect Cars Wanted

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD SQUIRE

ELM AUTOSALES offer:—

1956 model Ford Squire estate car, 800 miles only, Dorchester grey, red interior, heater, undersealed, Windtones screen washers, spot lamps, etc., virtually a new car; £645.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

'55 Ford Squire, works mileage, heater; £50 under list price.—Kirkwood Cars, 78, Streatham Hill, Tulse Hill 1288. [C2037

FORD ESCORT

1956 Ford Escort, 1,900 miles, grey.—Mclaren, East Knoyle 371, Salisbury. [5723

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Consul saloon ('54 model), black with red leather upholstery, heater, twin wing mirrors, low mileage, one owner; £550; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

1955 Ford Consul saloon, heater; £625.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

NEWNHAMS, Ltd.

1956 Ford Consul saloon, low mileage, immaculate; £650.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

GLANFIELD LAWRENCE offer:—

1955 Ford Consul, black, red leather, heater, etc., low mileage; £585.—407, High Rd., N.12. Finchley 0091. [C2053

WOOD & LAMBERT, Ltd., main dealers.

1955 Consul saloon, black with red interior and heater, most attractive; £565.—49, Stamford Hill, N.16 (Sta. 3434). [C4093

ALEXANDER LAYSTALL, high-power conversions for Ford Consul.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

CONSUL '53, one owner, heater, leather, immaculate; £490.—Eal. 1977. [5885

1955 Ford Consul, radio, heater, etc., 10,000 miles, one owner; £650.—Seven Kings 3515. [5872

1955 (September) Consul de luxe, 3,000 miles only, indistinguishable from new; £675.

1954 (September) Consul de luxe, heater, leather, radio, 13,000 miles only; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 Ford Consul saloon, splendid bodywork and interior, leather and heater; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008

1954 Consul fitted sun visor, heater, wing mirrors and overriders; £550.—Putney 2770. [C3099

CONSUL, 1953/4, Dorchester grey, heater, radio, leather, undersealed all extras; £630.—Erith 5111. [5915

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, low mileage, heater, £569; 1953, heater, £479. Stockwell Rd., S.W.9 Brixton 6251. [C3068

1955 Consul, green, heater, extras, one owner, excellent condition; £580.—114, Headley Drive, Ilford. Val. 1392. [5856

1955 Consul, black, heater, guaranteed; £565.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1955 Consul convertible, heater, hide, one owner, 10,700; £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1955 (July) Ford Consul saloon, black, leather upholstery, heater, windscreen washers, sun visor, spot light; £575.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1953 Ford Consul, fitted heater, finished grey/red, moderate mileage; £485; terms, exchanges; written guarantee.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1954 Ford Consul, Dorchester grey, red leather, heater, one owner, beautifully maintained throughout; £565.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Batt. 2252 [C3022

WALTER SCOTT, Ltd., offer 1955 Consul, black, heater, low mileage, unmarked, one owner; £595.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. [C4006

1955 Ford Consul, Canterbury green, real leather, 10,000 very careful miles, one owner; £595, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1955 Consul (regd. Nov. '54), blue with leather, heater, whitewall tyres, overriders, only 9,000 miles, excellent condition, one owner; £625 o.n.o.—Apply Mr. Vibhakar, High Commission of India, Templebar 8484. [5628

495 gns.—Ford Consul 1954 model saloon, heater, screen washers, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd, East Finchley Station, N.2. Tudor 2301-2. [W3018

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Zephyr 6 saloon, black with red upholstery, heater, twin wing mirrors, windscreen washer, low mileage, very good condition; £495.

1954 Ford Zephyr 6 saloon, Winchester blue with blue upholstery, heater, windscreen washers, cigar lighter, excellent condition; £545; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

L. F. DOVE, offer:—

1952 (November) Ford Zephyr saloon, blue, excellent condition throughout; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

B. J. HUNTER, Ltd., offer:—

1954 Ford Zephyr convertibles, one in white, one in blue, all extras, radio, heater, power hood etc.; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1955 Zephyr, black, red upholstery, heater, recorded mileage 7,639; £665.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Ford Zephyr saloon, green with beige upholstery, heater, 16,000 miles; £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES offer:—

1954 Ford Zephyr, convertible, blue, with blue leather, power operated top, fitted heater and radio, small mileage; £695.—104, High Rd., Chiswick 2725/5870. [C1014

GUY SALMON AUTOMOBILES offer:—

1956 (series) Ford Zephyr saloon, blue/blue leather, heater, etc., 5,000 miles only, as new; £675.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WOOD & LAMBERT, Ltd., main dealers.

1954 Zephyr saloon, dark green, leather, heater, 13,000 miles only; £575.

1953 Zephyr saloon, blue, leather, heater, well maintained; £455.

49 Stamford Hill, N.16 (Sta. 3434). [C4093

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 model Zephyr saloon, blue, blue upholstery, radio, heater, excellent condition; £495; maximum h.p.

1955 Zodiac, black, one owner, low mileage, as new throughout; £650 maximum h.p. [C1001

1956 Ford Zephyr, finished Dorchester grey, fitted heater, under 100 miles, as new; £735.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

FORD ZEPHYR

ALEXANDER LAYSTALL, high-power conversions for Ford Zephyr.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd, Haddenham, Bucks. Tel. 345.

1954 Ford Zephyr saloon, genuine 14,000 miles only, Ripco condition; £550.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1953 Ford Zephyr saloon, black, one owner, heater; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

£455!!!—1952 Ford Zephyr de luxe saloon, spotless condition, 28,000 miles, the finest we have had; choice 2.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 (Nov., '53) Ford Zephyr, Dorchester grey, heater, very low mileage; £520.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

FORD Zephyr, 1956, saloon, de luxe, 600 miles, almost new; bargain price.—Inglis Automobiles, Edinburgh. Tel. Portobello 1201. [5744

1955 (November), radio, heater, 7,000 miles, one owner, green/biscuit, immaculate; £665.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

ALMOST new Ford Zephyr, black, red upholstery, heater, under 500 miles; £695, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035

PRIDE & CLARKE, Ltd.—1956 Ford Zephyr saloon, 500 miles, £699; 1955, 12,000 miles, heater, £599; 1953, low mileage, £399.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

1956 Ford Zephyr saloon, works maintained, finished in green, leather, and heater; £750.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

£565!!—1954 Ford Zephyr saloon, blue, grey interior, only 12,000 miles, one very careful owner.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1954 Ford Zephyr saloon, Dorchester grey, red leather, spotless, 20,000, radio, heater, rad. blind, temp. gauge, taxed Dec.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [5688

1953 model Ford Zephyr, black, red leather, radio, heater, overdrive, special new tyres, spotlights and other extras, first-class vehicle; £545.—Hillwood Motors, Mill Hill (London) 4232. [5619

1955 Ford Zephyr, radio, heater, sunvisor, loose covers, spot lamp, Ace Rimbellishers, etc., nominal mileage, one owner; £655.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Southborne 43544. [C4024

£575!!!—Most immaculate 1954 Ford Zephyr saloon, finished in pale blue with blue leather interior, built-in heater, link protective mats, wing mirrors, etc., bills available for the regular servicing of this car, a genuine one-owner Zephyr of very small mileage and unlike indistinguishable from new.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. and all day Whit-Monday. [C1035

Ford Zephyr Cars Wanted

LOW mileage Zephyr convertible wanted.—35, Kinnerton St., S.W.1 Belgravia 3711. [W3045

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Zodiac saloon, grey/blue colour combination, all the usual accessories and refinements, new'idible mileage, one owner, as new; £799.

CHOICE of other colours available; our hire-purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1955 Ford Zodiac saloon, Canterbury green, coachwork in spotless condition, genuine low mileage, double electric overdrive fitted; 695gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1954 Zodiac saloon, every conceivable extra; sold only through illness; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES FOLLETT, Ltd., official Ford agents.

1955 (June) Zodiac, grey and beige, 4,350 miles, exhibition condition; £735.

1955 (June) Zephyr convertible, grey and red, h.c. head, special exhaust, heater, radio, overdrive and host of extras, 11,000 miles; £825.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6268.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

'55 Ford Zodiac saloon, leather, heater, 11,000; £665. (Tel. Kirkwood Cars, 79, Streatham Hill, Tulse Hill 1288. [C2037

FORD ZODIAC

1956 Ford Zodiac, grey/fawn leather, heater, 600 miles only, one owner, as new, taxed; £845.

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke. Tel. 1690. [4603

FORD Zodiac, 1956, saloon, de luxe, 800 miles, almost new; bargain price.—Inglis Automobiles, Edinburgh. Tel. Portobello 1201. [5743

1955 Ford Zodiac, blue/grey, twin speaker, radio, as new; £800.—Alexandra Bungalow, Moore Ave., Tilbury, Essex. Tel. Til. 4003. [5653

1955 Ford Zodiac saloon, many extras, as new; £675.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. [C3036

G & M ALFREDS (1936), Ltd.—1955 Ford Zodiac.—6-7, Warren St., W.1. Euston 3268. [C1005

1955 Zodiac, black, one owner, 15,000, radio, heater, clock, screenwash, X tyres, link mats; £685.—R. Pocock, Windsor 608. [5534

FORD (V.8)

JACK BOND offers:—

£285.—1951 Pilot, beautiful condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

1950 Ford Pilot, heater, radio, excellent condition; £310.—Ham. 5122. [5886

SALOON, 91A, registered 1947, engine, tyres, battery as new, 21 m.p.g., faultless performance, appearance; £250.—Cooke, Newlands, Liss (Hants) 3358. [5685

265 gns.—Ford V8 Pilot September 1949 saloon, leather, heater, good condition; choice of 5 Pilots; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford V.8 Cars Wanted

FORD Pilots urgently required.—Jack Porner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [W3063

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

1949 Ford Customs, radio, heater; £445.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1952 Ford Customs, radio, heater, overdrive, recently resprayed; £150 deposit.—Tel. Hadleigh 57157, D. M. Rough Autos, 283, Kiln Rd., Thundersley. [5955

AMERICAN FORD

SIMPSON'S offer:—

1954 Ford Crestline 4-door saloon, r. and h., all extras.

1954 Ford Crestline, Ford-o-matic, r. and h., one owner.

1949 Ford Custom convertible, r. and h., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 8691/3905. [C4015

1955 Ford Customline, 7,000 miles, as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

American Ford Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Ford buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3905. [W4015

FORD MISCELLANEOUS

J. DAVY for Fords.

1955 Ford Popular; £345.

1954 Ford Popular; £325.

1955 Ford Anglia; £495.

1955 Ford Prefect; £535.

1955 Ford Consul; £590.

1956 Ford Zodiac Mark I, 50 miles; £795.

CHOICE of several Mark I Consuls; from £705 new.

180—4, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

MODEL T Ford, 1918.—See under Vintage Cars. [C1050

Ford Miscellaneous Cars Wanted

CASH immediately for good Ford.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0814/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6653), main Ford dealers, service and all spares. [0093/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [0786/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. 1939, very handsome British alloy drop head coupe, maroon.—Tel. Embrbrook 1336, Barrass. [5860

326 Cabriolet, one owner, splendidly maintained, exceptional condition; £340 o.n.o.—Williams, 1e, Hyde Park Mansions, N.W.1. Paddington 5547. [5902

BMW 320 saloon 1938, black, reconditioned engine and brakes, paint and interior excellent; £295.—Dr. Harris, Whitwick, Leics. [5915

295 gns.—Fraser Nash-B.M.W. 1938 2-litre 328 sports coupe, silver grey, red leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUTBROD

GUTBROD Superior, very rare car, November 1952, manufactured in Bavaria, and believed the only one in England. 593cc twin two stroke, Bosch fuel injection (no carburettor), independent suspension all round, hydraulic brakes, all Bosch equipment, 2-seater, sun saloon, finished ivory white, new radio, 70 m.p.h. and 50 m.p.g., very unique car, magnificent roadholding; £375.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1948. [5922

HEALEY

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Healey Tickford 2½-litre saloon, finished in Jaguar white, a most attractive example, fitted with a host of extras, taxed December; 479gns. HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.—RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE 51 E type, immaculate, terrific performance, low mileage; £575.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

HENLYS offer with 4 months' guarantee.

1950 Healey 4-seater sports, radio, one owner, excellent appearance and performance, blue with dark blue interior; £565.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [5946

1949 2½, Riley engine and brake body; offers.—Box 1730. [5777

J. H. JARTLETT.—Healey 1951 Tickford saloon, exceptional condition; £595.—27, Pembridge Villas, W.11. [C1013

£365.—Healey Elliott saloon, 1948 model, excellent condition throughout, any trial, first cash secures.—Walton-on-Thames 1790. [5949

£675.—Healey Abbot 1951 4-seater d.h. coupe.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

ELLIOTT saloons, choice of three outstanding examples, 1948 and 1949, from £350, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1953 Healey Tickford 2½-litre, black, beige leather, heater, 5 new tyres, brakes relined, genuine mileage 19,000, showroom condition; £795.—Rose, Watermeadow Farm, Lindford, Bordon, Hants. Tel. Bordon 100. [5832

1951 Healey Tickford saloon, black, works maintained by fastidious owner, 34,000 miles genuine, high compression pistons, 110 mph, radio, heater, windscreen washers, mint condition; £675.—Dick Henderson, Bull's Head Inn, Shenstone, Staffs. Tel. Shenstone 214. [5021

Healey Cars Wanted

HEALEY Tickford saloon, E or F chassis..—Box 1748. [5854

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

CASH immediately for good Healey.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R

CAR MART, Ltd.

1955 Hillman Minx saloon (s.v.), heater; £565.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111 [C1039

HILLMAN

B. J. HUNTER, Ltd., offer:—

1955 Hillman Californian, 4,000 miles only, extras very attractive; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1955 Minx, maroon, grey upholstery, heater, recorded mileage 10,450; £645.

1955 Minx black, brown upholstery, heater, recorded mileage 9,590; £645.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PASS & JOYCE, Ltd., offer:—

1955 model Hillman Californian hard top, radio, heater, loose covers, one owner, very carefully used, cream and red with matching interior, 4 months' guarantee; £715.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [C3039

WARWICK WRIGHT, Ltd., offer:—

1954 Hillman Minx Mark VII saloons, all standard colours, low mileages; from £535.

1954-5 Hillman Minx Mk. VIII saloons, all standard colours, low mileages; from £575.

1954 Hillman Minx Mark VII convertible, claret and fawn with fawn upholstery, 13,000 miles, £595; another in black, similar mileage.

1955 Hillman Mark VIII Californian, dual green, green upholstery, heater, 5,000 miles; £725.

1955 Hillman Mark VIII Californian, black and red top, red upholstery, radio and heater, 10,000 miles, £685; also in ivory or red, similar mileage.

1955 Hillman Minx VIII estate car, blue, red upholstery, 9,000 miles, £725; another in golden sand, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES offer:—

1954 Hillman Minx Mark VII drop head coupe, blue with red leather, fitted new leather hood and a heater; £550.—104, High Rd., Chiswick 2725/5870. [C1014

WESSEX MOTORS, St. Cross Rd., Winchester.

1956 Model Hillman Minx Gaylook de luxe saloon, grey and yellow with red interior, heater, Ace Rimbellishers, screen washers, mascot, one owner, as new throughout.—Tel. Mr. Horlock, Winchester 5555. [C4067

COOMBES & SONS (GUILDFORD), Ltd., offer:—

HILLMAN Minx Californian hard top coupe, black and cream, mid-1954, 12,000 miles only, very clean condition; £625.

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

1946 Hillman Minx, 52,000 miles, very sound car.

ARDEN GARAGES, Ltd., Arden Street, Stratford-on-Avon. Tel. 3243/4 .. [5522

RICHARDS & CARR, Ltd., are always best value.

1956 model Minx convertible, radio, heater, screen-washers, 4,900 miles; £675.

1954 Minx convertible, one owner, 14,000 miles, looks less; £565.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1953 Hillman Minx drop head coupe, heater, excellent condition; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

£85.—1936 Hillman Minx de luxe saloon, excellent runner, modern lines, below.

£65.—1934 Hillman Minx drop head foursome coupe, clean, bargain; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1955 model Mark VIII Hillman saloon, 13,000 miles only, superb condition; £585.

COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Boscombe 36946. [C2103

1947 Hillman Minx drop head coupe, exceptional condition; £295.—Putney 2770. [C3069

1953 Hillman Anniversary, magnificent, guaranteed; £450; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

£285.—1947 Hillman 10 drop head coupe, excellent condition; terms.—Autosnips, 5, Balham High Rd. Balham 1509. [C1009

1953 Hillman Minx convertible, one owner, low mileage, condition as new; £485.—Townsend, Amersham, Bucks. Tel. 8. [5395

1954 Estate, immaculate condition throughout, little used, well maintained, extras; 600 guineas.—Tulse Hill 2633. [5241

1956 Hillman Minx ohv de luxe saloon, duo-tone, heater, screen washer, 2,800 miles only, £50 under list price; £699.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1955 Hillman Californian saloon, colour grey/blue; £650.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

HILLMAN 1956 series drop head coupe, 1,900 miles only, indistinguishable from new; £695.—Bartlett, 27, Pembridge Villas, W.11. [C1015

1946 Hillman Minx d/h coupe, dark blue; £285.—Smith & Hunter, 376, Kensington High St., W.14 Western 2312. [C4019

1953 regd., Hillman Minx convertible; £395.—Monroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3068

MINX de luxe saloon, July, '55, 6,000 miles, £660; Husky, Aug., '55, 5,000 miles, blue, £520.—Fairway Motors, Ltd., 151-9, Bitterne Rd., Southampton. [5811

1954 Hillman convertible, one owner, unblemished condition; £535.—Poulton, 12, Park Crescent Mews East Great Portland St., W.1. Langham 8151. [5658

HILLMAN

1954 (September) Minx saloon, green, heater, one owner, immaculate condition, low mileage; £545.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

1953 Hillman Minx saloon, one owner, 17,000 miles, very nice condition; £475.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

595 gns.—Hillman Minx, 1955, phase VIII de luxe saloon, mountain grey, ohv engine, heater, loose covers, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, below.

475 gns.—Hillman Minx, 1954, phase VII saloon, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Hillman Minx, 1951, phase IV saloon, heater, very good condition; terms, exchanges. —Rowland Smith, below.

245 gns.—Hillman Minx, late 1946 saloon, sliding head, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£275.—1947 Hillman Minx, black, brown leather, very clean condition.—Makin & Harrison Motors, Ltd., 490-496, High Rd., Chiswick, W.4. Chiswick 0558. [C3071

!!! 1954 (July) Californian, grey, red upholstery, *** 11,900 miles, one owner, superb order; £575.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2095

1955 Californian, black and ivory, fitted heater and screen washer, 9,000 miles, taxed; £690. Lindsay Bros., Ltd., Rootes Group Area Dealers, 925, High Rd., N. Finchley. Tel. Hillside 2215. [5348

1951 Hillman Minx saloon, black/red, loose covers, taxed, immaculate condition throughout; 3 months' guarantee; £430.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

PRIDE & CLARKE, Ltd.—1955 Hillman Minx saloon, low mileage, heater, choice several from £579; 1955 coupe, 8,000 miles, heater, £629; 1954 coupe, low mileage heater, £499; 1950, £399.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1952 (June) Minx saloon, blue with red leather, heater, Marchal lamp, Ace Rimbellishers, Overriders, taxed year, almost as new; accept first reasonable offer.—56, Ormond Crescent, Hampton, Middx. [5839

AZ MOTORS offer 1949/50 Minx Hillman in exceptionally fine condition throughout; not to be confused with average stock car; £385!!! Also 1947 fitted heater, etc., a neat, tidy car; £250.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

HILLMAN HUSKY

SLOCOMBE.

1955 Hillman Husky estate, grey, fitted heater, excellent one-owner example; £525. Unique guarantee. Terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Husky, double duty, green with green/grey upholstery, 7,000 miles; £555.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

467 gns.—Hillman Husky, golden sand, only 13,000 miles.—Hart, Bednall Head, Stafford. [5900

1955 Hillman Husky, 4,000 miles only, guaranteed; £500. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1956 (April) Hillman Husky, blue and grey, not yet run in, one owner, absolutely as new, taxed, guaranteed six months; £595.—J. Coxeter & Co., Ltd., Oxford 2275/6. [5798

1954 (October) Hillman Husky, green, green interior, numerous extras, including heater, clock, wing mirrors, etc., low mileage, almost indistinguishable from new; £495.—Robbins, East Putney. Tel. 7861. [C3010

1955 (November) Hillman Husky, grey, many extras, extremely low mileage, as brand new; only £545.—Coles Garages, Ltd., 42, Worple Rd., S.W.19, Wimbledon 0195, and 13-14, Castle Parade, Ewell 2393. [C1054

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Hillman required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Hillman.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

MODERN SERVICES GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories. —Wim. 5155. [0003/R

H.R.G.

1956 latest aerodynamic model 1500 twin-cam sports with disc brakes, negligible mileage, all-weather equipment; £1,575; terms, exchange.—Rudds, 41, High St., Worthing 7773-4. [4894

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

SIMPSON'S offer

1954 Hudson r.h.d. Hornet, R. & H., all extras, show model.

1951 Hudson r.h.d. Commodore 8, R. & H., all extras.

1949 Hudson, r.h.d., 2-door, R. & H., signals, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

HUDSON 1949 Commodore Eight 2-door coupe, black, excellent condition, radio, taxed to 31.12.56; price £450.—Combes, The Manor, Bishops Cannings, Devizes, Wilts. Tel. Cannings 49. [5897

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Hudson buyers; outright purchase or part exchange.—345, High Rd., Wembley Wembley 8691, 3903. [W4015

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0106/R

DICKS.

1949 Humber Super Snipe saloon, most carefully used; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

BENTALLS, Ltd.

1950 Humber Hawk, black, brown upholstery, radio, heater; £435.—Kingston-on-Thames. Kingston 1001. [C1093

CAR MART, Ltd.

1953 Humber Pullman limousine, heater, finished black with brown upholstery; £1,275.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039/1

CAR MART, Ltd.

1954 Humber Hawk saloon (s.v.), heater; £550.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

KNIGHTSBRIDGE offer:—

1952 Humber Pullman limousine, 2 private owners, 25,000 miles only, black, electric division, new condition.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

A1 GARAGE, Ltd., offer:—

1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795.—14-16, Childs Place, Earls Court Rd., S.W.5. Tel. Fremantle 6131. [3783

TOM GARNER, Ltd., offer:—

1955 Humber Hawk Mark VI saloon, seal grey, heater, overdrive, many extras, 4,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GLANFIELD LAWRENCE offer:—

1953 Humber Hawk saloon, in black, heater, etc., originally supplied by us; choice of two, from £565.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1953-4 Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater, all low mileages; from £595.

1954-5 Humber Hawk Mk. VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages; from £845.

1955 Humber Super Snipe Mark IV saloon, black with red top (bucket seats), 9,000 miles; £865.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

McKINNON MOTORS, Ltd., offer:—

1955 (July) Humber Super Snipe saloon, black/red leather, radio, heater, taxed Dec., one private owner, 2,200 miles only (two thousand, two hundred) genuine, late owner runs two cars, we supplied and maintained this car since new; £1,050 (one thousand and fifty) only; unrepeatable.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Humber Hawk, in magnificent condition, heater, etc., black; £635.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

1951 Super Snipe saloon, black, grey leather, heater, sun roof; £395.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 5039 & 5366. [C4074

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Humber Hawk saloon, black, fitted heater, overriders, in superlative condition; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1953 Humber Hawk, finished metallic green, with green upholstery, radio, rim embellishers, one owner, 10,000 miles only, whole car immaculate; £625.

FELL Road, Croydon. Tel. Croydon 7464. [C1098

WESSEX MOTORS, St. Cross Rd., Winchester.

1955 Humber Hawk saloon, black with brown interior, an immaculate, one owner car.—Tel. Mr. Hurst, Winchester 5555. [C4087

1951 Humber Super Snipe, black, red interior, excellent car; £385.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd. Ambassador 8266. [C2035

1949 Humber Super Snipe, excellent condition throughout, bargain; £270.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

LIMOUSINE, 1952, Mark III, leather throughout, private owner, heater, black, excellent; £925.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103

1951 features Humber Super Snipe saloon, 18,000 miles only, unequalled condition; £455.

COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Boscombe 36946. [C2103

HEARSES? Brochures available. The new 27hp o.h.v. long-wheelbase Hearse Chassis.

ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

1953 Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £535.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. [C1036

1949 Humber Pullman limousine, black, wireless, heater, one owner; £695; choice of two.—Hounslow 2151. [5643

1954 Humber Hawk Mark VI, radio and overdrive, one owner; £725.—John C. Beadle, Ltd., Spital St., Dartford. Tel. Dartford 3060. [5806

HUMBER Pullman limousine (1951) face forward occasional seats, black; £950.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). [C4022

CAMDEN MOTORS, the limousine specialists, offer the following post-war Humber Pullmans all with their special six months' guarantee

HUMBER Pullman limousine, 1948, genuine post-war model, razor-edge type in specimen condition, excellent coachwork, tip-top engine, recently fitted new tyres; £495.

HUMBER Pullman limousine, 1949, Mark II, black, heater and radio, one owner, recellulosed, almost new tyres; £695.

HUMBER Pullman limousine, 1950 Mark II in leather, taxed privately, moderate mileage; £765.

HUMBER Pullman limousine, 1951, Mark III, black, heater, Ace Rimbellishers, whitewall tyres, electric division, privately owned; £895.

HUMBER Pullman limousine, 1951, Mark III, heater, radio, leather, two owners; £925.

HUMBER Pullman limousine, 1952, Mark III, leather, heater, bills for major engine overhaul; £1,045

HUMBER Pullman limousine, Mark III, 1952, radio, heater, one private owner, genuine small mileage; £1,095.

HUMBER Pullman limousine, 1953, Mark IV, ohv, Blue Riband engine, whitewalls, moderate mileage; £1,495.

HUMBER Pullman limousine, Mark IV (ohv) leather, heater, inter-com., new tubeless tyres; £1,525.

HUMBER Pullman limousine, 1954, Mark IV, ohv, leather, heater, immaculate car; £1,595.

HUMBER Pullman limousine, 1954 (Sept.), Mark IV, ohv, faultless appearance and mechanical order; £1,695.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special hire-car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035/1

HUMBER Hawk 1951 Mark IV, bronze, sunshine roof, heater, privately owned and in very good condition; £410.—Monarch 3721 or Mill Hill 1213 after 5 p.m. [5779

1953 (Sept.) Super Snipe saloon, 16,000 miles only, black, radio, splendid throughout; £695.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1080

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1955 Humber Super Snipe, black with beige interior, guaranteed 2,000 miles only; £1,075.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

ARCHIE SIMONS & Co., Ltd.—1952 Humber Super Snipe saln., blk./red leather, fitted heater, much above average; £445.—93, Great Portland St., W.1. Lan. 1343. [C4013

£398.—Humber Hawk 1950 saloon, one careful owner, cellulose unmarked, superb mechanically, many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

£625!!! O.H.V. engine Humber Hawk saloon, one owner car immaculately finished pale blue with beige hide interior, maintained regardless of cost and in really magnificent order throughout.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. and all day Whit-Monday. [C1035

AZ MOTORS offer magnificent 1953 Hawk, golden sand, 19,000 miles, exceptional value in light of condition; £535!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1954 Humber Super Snipe, green with beige interior, fitted radio and heater, 39,000 miles, one owner; £695.—Weybridge Automobiles, Ltd., Weybridge 2233. [C4094

HUMBER

ALPE & SAUNDERS, LTD. Humber Limousine, 1954 Series Mark IV, Blue Riband, seven passenger with partition, black cellulose, cloth, wide occasional seats, one private owner, heaters, £1595. Another, leather throughout, £1685. See also under Limousines column. Large selection of earlier models.

A & S, LTD. (Limousines Purchased). Providence Court, North Audley Street. Mayfair 2941. [C1006

1949 Super Snipe, properly maintained in very good condition, total mileage 57,000, new engine 3,000 miles ago, radio, heater; £250, bargain offer for quick private sale.—Wim. 1420 evenings. [5919

1954 (Aug.) Humber Super Snipe blue with beige upholstery, fitted heater, rimbellishers, exterior sun visor, meticulously maintained, mileage 20,000; £845.—Coventry & Jeffs, Ltd., 2-0091. [5721

1956 Hawk, grey/red leather, 4,000 miles, fitted overdrive, radio, etc., taxed, unblemished throughout; chauffeur maintained, cost £1,200; 3 months tyre guarantee, £1,025, exchanges.

IMPERIAL MOTORS, Rootes Group Dealers, Exmouth, Devon (Tel. 3045). [5914

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, above average condition; 1949 Humber Pullman limousine, superb.—6-7, Warren St., W.1. Euston 3268. [C1005/1

1955 Humber Hawk, one owner, fitted heater, finished light green/fawn upholstery, extremely well maintained; £775; terms, exchanges; written guarantee.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

325 gns.—Humber Super Snipe, 1951 model Mark III de luxe saloon, sliding head, leather, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (December 50) Humber Super Snipe, sun-roof de luxe model, unmarked original condition, bottle green/beige leather, recorded mileage 22,000, heater, Ace Rimbellishers, passlights, etc., licensed; £375.—Apply Lawrence, Shepherds Bush 3567. [5929

1956 (February) Humber Super Snipe, latest model, fitted overdrive, heater, twin spots, etc., dual grey with red, 3,000 miles, a virtual brand new car; £1,225.—Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1947 Humber Sedanca de ville 7-seater, with electric division coachwork by H. J. Mulliner; ideal hire car; this car is in superb condition throughout; original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempston, 27, Nightingale Lane, London, S.W.12. Battersea 1151. [5394

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ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Humber.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

HUMBER Hawk wanted, 1953 or 1954; must be fitted sun roof.—Bradley, 34, Hinstock Rd., Birmingham, 20. [5869

Humber Spares and Service

THE Humber specialists for all spares.—Tel. Uplands 3637. Fee advt. under Parts & Accessories. [0398/R

INVICTA

1949 Invicta Black Prince coupe, in excellent condition throughout, just overhauled by us; price, £495; terms or exchanges.

JOHN BOLTON (AUTO SALES), Ltd., 158, Cross St., Sale, M/c. Tel. Sale 5688. [4918

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ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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FINCHLEY (Finchley 0081)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

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SLOCOMBES.

1955 XK140 drop head coupe, pastel green, Bentley-type seats, electric window, radio, Servo brakes, Turbo discs, recorded mileage 8,000; £1,495.

1951 XK120, immaculate, pearl grey, brown and beige interior, radio, heater, twin spots, luggage grid, taxed Dec., very pleasant example; £660; unique guarantee; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017

'52 Jaguar Mark VII sal., htr., lthr.; £695.—Kirkwood Cars, 78, Streatham Hill. Tulse Hill 1288. [C2081

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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HPG

1955 (May) XK120 roadster, one owner, 5,084 genuine miles, suede green, and just like a new pin; cost new, £1,602; clearly great value at £1,002; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208. Sunday 2031. [C1086

BENTALLS, Ltd.

1950 Jaguar Mark V, black, tan upholstery, heater; £495.—Kingston-on-Thames. Kingston 1001. [C1095

RAYMOND WAY

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RAYMOND WAY, the hire purchase specialists.

1951 Jaguar Mark V saloon, black with brown leather upholstery, radio and heater, maintained regardless of cost, a really immaculate example; 579gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 50 yards). [C4047

H. C. PAUL, Ltd

1954 Jaguar Mk. VII saloon, overdrive, blue, 12,000 miles, one owner; £1,045.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following car as an example:—

1955 Mk. VII M type saloon fitted with overdrive, finished in green with green leather upholstery, 11,021 miles; £1,395.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

JACK SMITH offers:—

1952 (October) Mk. VII, green with green upholstery, fitted radio, loose covers, etc., 21,000 miles, one owner, whole car in excellent condition; £715.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

GEORGE HARTWELL, Ltd.

1955 (March) Jaguar Mark VII M saloon, overdrive, lavender grey/red, very low mileage, one careful owner, new condition; £1,265.

GEORGE HARTWELL, Ltd., 35-41, Holdenhurst Rd., Bournemouth 4161. [C2079

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1955 Mk. VII M, black, red hide, fitted overdrive and radio; £1,250.

1955 Mk. VII M, blue, grey hide, overdrive, one owner; £1,225.

1955 Mk. VII M, beige, grey hide, overdrive, one owner; £1,150.

1953 Mk. VII, black, red hide, loose covers, an exceptional car; £795.

1953 Mk. VII, grey, grey hide, radio, immaculate car; £775.

1953 Ivory, grey hide, radio; £765.

1952 Mk. VII, dual blue, grey hide, radio, in excellent condition; £695.

1950 Mk. V Jaguar, green/green hide; £465.

1949 Mk. V, grey, grey hide, recent rebore; £415.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd. W.2. Ambassador 1061. [C2089

J. DAVY, Ltd., Jaguar agents.

1951 3½-litre Mark V saloon, H.M.V. radio, L.H.D.; £395.

1953 (August) Jaguar Mark VII, H.M.V. radio, quite exceptional condition; £855.

1955 Jaguar M type, overdrive; £1,185.

180-4 Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 421 5). [C1069

KJ MOTORS, Ltd., offer:—

1950 Mk. V 2½-litre saloon, in blue with red leather and fitted radio and heater, taxed year; £475.

1949 Mk. V 3½-litre saloon, grey with red leather and fitted heater and H.M.V. de luxe radio, in excellent mechanical order, taxed year; £445.—Widmore Rd., Bromley. Rav. 3456. [C803

ROSE & YOUNG, Ltd., offer:—

1955 Jaguar Mark VII saloon, automatic transmission, low mileage, immaculate, fitted radio, battleship grey with red leather; £1,445.

1952 Jaguar Mark VII saloon, low mileage, immaculate example, duo-colour; £665.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

CHIPSTEAD MOTORS, Ltd., offer:—

XK120 1951, green, highly modified and reputed one of the fastest in the country, two owners, low mileage; £675

XK120 1951, silver and red, specimen car, extras; £645.

XK140 1956, hard top, pearl grey, as new; £1,475

XK120 drop head, 1954, fully modified, B.r.g., recorded mileage 14,000 only, one owner, terrific performance; £1,025.

MARK VII, 1954 series, radio, heater, black/tan, low mileage, beautifully maintained; £875.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

JAGUAR

H. BEART & Co., Ltd., offer:—

1954 Jaguar Mark VII saloon, fitted Michelin X tyres, beautifully maintained by one owner since new, nominal mileage; £925.

1952 Jaguar Mark VII saloon, black with tan upholstery, fitted radio, excellent value; £695.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3343. [C1081

PERFORMANCE CARS, Ltd., offer

JAGUAR XK120 drop head coupe, wire wheels, heater, extras, grey and red, 1954; £875.

JAGUAR Mark VII saloon, one owner, 1953, £745;

Jaguar 3-litre d/h coupe, 1948; £335.

JAGUAR Mark V drop head foursome, 1951, £555;

Jaguar Mark V sports saloon, 1949, £395.

SEE our list under Sports Cars.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx., Ealing 6841. [C3041

DUNCAN HAMILTON & Co. offer:—

1955 Jaguar XK120 fixed head coupe, 7,000 miles, B.R.G. with green interior, fitted heater, special horns, etc., immaculate; £1,475.

1954 Jaguar Mark VII saloon, black with red leather interior, fitted overdrive, new Michelin Whitewall tyres just fitted, one owner, carefully maintained; £985.

1952 Jaguar XK120 30,000 miles, loose covers, etc., modified engine, twin exhaust, one owner.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

HENLYS, Ltd., Jaguar Service Station.

1956 Mark VII M saloon, overdrive, pastel blue/blue; £1,425.

1955 Mark VII M saloon, overdrive, black/brown; £1,365.

1955 Mark VII M saloon, overdrive, birch grey/red; £1,345.

1954 Mark VII saloon, Borg-Warner automatic transmission, B.R.G.; £1,295.

1954 Mark VII saloon, overdrive, birch grey/blue, radio; £1,095.

1954 Mark VII saloon, black/brown leather; £995.

1954 Mark VII saloon, black/red leather; £945.

1954 Mark VII saloon, black/grey leather; £935.

HENLYS, Ltd., Great West Rd., Brentford, Middx. Ealing 3477. [5816

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR Mark VII sports saloon, grey/red hide upholst., overdrive, heater, H.M.V. radio, etc., only 10 months old, 5,000 miles, absolutely as new; £1,395.

JAGUAR Mark VII sports saloon, birch grey/grey upholst., overdrive, etc.; 12 months old, 10,000 miles since new, unmarked condition and fully gtd.; £1,275.

JAGUAR Mark V sports saloon 1951, in very much above average cond., radio and heater, etc.; excellent condition; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1955 XK140 2-seater sports, finished in white/red upholstery, radio, heater, spit lights, badge bar; £1,425.—282, Kensington High St., W.14. Western 0207. [5960

CHARLES FOLLETT, Ltd., official Jaguar agents.

CHARLES FOLLETT, Ltd., Showrooms, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£585 !!!—1951-2 Jaguar Mk. V convertible, one owner, 35,000 miles, in specimen condition.

£535 !!!—1951 Jaguar Mk. V de luxe saloon, one owner, about 20,000 miles, the finest we have had.

£435 !!!—1949-50 Mk. V Jaguar saloon, spotless condition, carefully used, 2 owners only.

£395 !!!—1947 Jaguar 1½ de luxe saloon, only 2 owners since new, carefully used, choice 2.

£295 !!!—1947 Jaguar 3½ de luxe saloon, only 2 owners, 35,000 miles, genuine car, looks and runs like £500 motor car.

LAMBE OF WOOD GREEN (established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 Jaguar Mark VII, overdrive, Michelin X tyres, etc., low mileage; £1,175.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4036

1951 Jaguar XK120, white, fitted radio, heater; £665.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

JAGUAR Mk. V 1950; £475; silver grey, blue upholstery, radio, heater.—Chiswick 3753. [5829

1951 Mark V coupe, new engine, 8,000 miles, new Mitchelin X; £550.—Flaxman 7923. [5537

1952 Jaguar Mk. VII saloon, black with tan leather, fitted radio and extras; £795.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082/1

JAGUAR 2½-litre November 1948 saloon; £295.—Ashford, Mx., 2084. [5618

1951 Jaguar Mk. V saloon, birch grey with grey interior, most carefully maintained; £550.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3062

1952 Jaguar Mk. VII, black, one owner; £625 for quick sale.—Tel. Burton-on-Trent 2128. [5585

BEARTS OF KINGSTON, Jaguar specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 2348. [0081/R

345 gns.—Jaguar 1948 1½-litre saloon, sliding head, leather, heater, carefully used; terms, exchanges.—Powland Smith, below.

295 gns.—Jaguar 1948 3½-litre saloon, sliding head, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JAGUAR

1949 Jaguar Mark V 2½-litre black saloon, immaculate; £425.—King, Chalkreeds, Yeomans Acre, Bognor Regis. Tel. 3332. [5889

1946 Jaguar 1½-litre sunshine saloon, immaculate, guaranteed; £290; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1954 series Mark VII, moderate mileage, immaculate; £795.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1954 XK120, birch grey, immaculate, one owner, low mileage; £950.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1955 (January) Mark VII saloon, black, red leather, overdrive, 16,000 miles, one owner; £1,245.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1954 Mk. VII Jaguar, black/red, very exceptional condition; £850.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085/1

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £365.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

2.4 overdrive fitted second, third and top, cream/red, just run-in, owner bought XK140, a unique car; £1,625.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1954 Jaguar Mk. VII saloon, black, taxed, heater, 25,000 miles; £850.—Sable Lambert, Lower Hastings St., Leicester 59753. [5529

MK. VII Jaguar, 1953, one owner, radio, heater, etc., first-class condition; quick sale necessary for personal reasons.—Box 1648. [5587

1950 Mark V Jaguar, immaculate condition throughout; £475.—Norman Autos, 344-354, London Rd., Croydon, Surrey. Tho. 4657. [C3096

1950 (Sept.) Jaguar Mark V, one owner, radio, heater, Tygan covers; £455.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [5760

1953 XK120 hard-top, radio, etc., immaculate condition; £875.—Crest of Bournemouth, 14, Westcliff Rd., Bournemouth 7160. [C1099

2.4 Jaguar saloons, delivery mileage only, immediately available, part exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

JAGUAR Mark VII saloon 1953 model, finished black with tan upholstery, fitted H.M.V. radio and heater, recent engine overhaul, in very good condition; £725.

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcs. Tel. Halesowen 1641. [5645

1950 Jaguar 2½-litre Mark V de luxe saloon, finished suede green with green leather, mint condition, in superb mechanical order throughout; £425.

W. PHILLIPS & SON (MOTORS), Ltd., 13-15, Albion St., Lower Mosley St., Manchester, 1. Tel. Central 7577. [5821

AZ MOTORS offer greatest bargain ever!—1951 Mark V drop head coupe, radio, heater, perfect condition; £575!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1953 series Jaguar XK120, detachable hardtop, many extras, in immaculate condition; £795.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

XXX 1953 (June) Jaguar Mark VII saloon, green with green leather, sliding roof, H.M.V. radio, heater, quite outstanding and beautifully kept car; written guarantee; £795.—Below.

XXX 1951 Jaguar Mark V saloon, a really immaculate and beautifully maintained one-owner car, finished in black and chromium with brown hide; sliding roof, heater, thoroughly recommended; written guarantee; £565; terms, exchanges.—H. P. Edwards, 154, Great Titchfield Street, London, W.1. Tel. Langham 0012. [C2003

1954 model Jaguar Mk. VII de luxe saloon, dark grey, red leather, one owner, immaculate; £845; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

J. H. BARTLETT.—Jaguar 1954 drop head coupe XK120, 6,000 careful miles, fully modified, every extra, superb condition; £925.—27, Pembridge Villas, W.11. [C1013

1955 Mark VII M overdrive, fitted heater and windscreen washers, maroon with beige interior, low mileage; £1,325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1948 Jaguar 1½-litre saloon, special equipment model, grey with red hide interior, fitted radio and heater, excellent condition throughout; £395.

1953 Jaguar Mk. VII saloon, black with beige interior, fitted radio, 25,000 miles, one owner, excellent condition throughout; £895.—Weybridge Automobiles, Ltd., Weybridge 2233. [C4094

1950 Mark V, black with leather upholstery, new battery, only 900 miles since reconditioned engine installed at cost of £115; car as good as new in appearance and performance; £535.—Putney 0450. [5628

£398.—Jaguar 1½-litre 1947, unusually good, beautifully maintained, tip-top performance, choice 2; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

1954 (July) Mark VII saloon, suede green, with radio, heater, extra spare wheel and six tyres as new and new battery, perfect condition; £945 o.n.o.—E. Vaughan, Aylesbury St., Bletchley, Bucks. Tel. 166. [5314

1947 model Jaguar 3½ saloon, silver grey, red leather, special equipment model with heater and other extras; bills available for complete overhaul; £325.—Hillwood Motors, Mill Hill (London) 4232. [5621

£285.—Jaguar, 1947, 3½ saloon, heater, black, tan seat covers, wheel discs, beautifully maintained, taxed Dec.; a car ready for immediate use, superb throughout, exchange considered.—Roxeth Hill Motors, Harrow. Byron 2016. [5877

1952 Jaguar XK120, standard, heater, excellent tyres and safety tubes, carefully driven and maintained, never raced, two owners, black, red leather, performance as new 28,000 miles; £725 o.n.o.—Box 1493. [5084

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

A MAGNIFICENT 1953 model Jaguar Mark VII saloon, black, with red upholstery, H.M.V. radio, this car is unblemished and comparable to a 1955 model, one owner: £750; terms, exchanges.—D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1952 Jaguar Mark VII black/red saloon, showroom condition, unraced, meticulously maintained, new tyres, radio and many accessories, genuine 28,000 miles one owner; agent's test report; £725.—Parry, 23, Brockhill Rd., Hythe, Kent. Tel.: Hythe 66286. [5908

1950 (April) Jaguar 3½-litre saloon, black/brown leather, radio, heater, other extras, carefully used, beautifully maintained, excellent throughout: £465.—Organs of Oxford, Banbury Rd. Tel. Oxford 59613-4. [5932

1948 Jaguar 1½-litre de luxe saloon, grey, taxed, an excellent specimen of this popular model; owner, taking delivery of new car, will accept £350.—May be seen and tried at Bakers, Ltd., Wallingford. Tel. 2022. [5791

1955 (Oct.) XK140 drop head, ivory, black hood, red interior, heater, radio, screen washers, wide wheels, 5,500 miles, immaculate order throughout; £1,450.—Havant Motor Co., Ltd., South St., Havant, Hants. Tel. 257. [5652

1952 XK120 roadster, grey with red upholstery, fitted many modifications including 8 to 1 compression high-lift cams, racing clutch, racing tyres, also 25gal fuel tank; £595.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1955 Mark VII Jaguar M type overdrive and H.M.V. radio, black with beige interior, spare set of tyres (unused): £1,300; one owner only taking new model.—Hart, Slape Mill, Netherbury, Bridport, Dorset. Tel. Netherbury 264. [5724

£850—1954 XK120 drop head coupe, black with red interior, very low mileage, nearly new Michelin X tyres all round; terms, exchanges.—Station Garage, Kings Heath, Birmingham, 14. Tel. Highbury 1413; after 7, 4378. (Established 1912.) [5691

JAGUAR Mark VII M type saloon, first registered April, 1955, mileage 12,000, fitted overdrive, heater, radio, good condition throughout, licensed 1956, available inspection Yeovil; offers and enquiries in writing forthwith.—Chalmers Wade, Bank Chambers, Yeovil. [5592

1953 Mark VII, one owner, 17,000 miles, superb condition, maintained regardless, £150 receipts recent work by distributors, seat covers, new Michelin X fitted, owner just taken delivery 2.4; 750gns; exchanges, terms.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5818

1952 Mk. VII, 26,000 miles, high-compression engine, Michelin X, Marchal headlamps, laminated windscreen, heater, radio and many other extras and modifications, genuinely faultless mechanical condition and showroom appearance; accept cash offer around £700 or take smaller car in part exchange.—Wim. 1420. Private. [5841

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243/R

PRIVATE buyer requires Jaguar 1954/55.—Nash, 80, Orange St., W.C.2. Emberbrook 3724. [5110

SMALL mileage hardtop wanted for cash.—Ben Cooper, Claydon, Suffolk. Claydon 358. [5735

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 5000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PRIVATE buyer requires 1956 Mark VII M, must be cheap for cash sale.—Tel. 6 to 6.30, Ipswich 77128. [5593

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

DUNCAN HAMILTON & Co. urgently require late model Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

CHILTERN CARS wish to purchase a really good 2½ or 3½-litre SS100.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

XK140 and 120 models required in good condition.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7

QUICK completion of repairs. [0563/R

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists, Bromley. Rav. 3456. [0967/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LANCASHIRE specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

JEEP

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0820/R

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-3, High Rd., Chiswick, London, W.4. Chi. 1919-6850. [0335/R

£130 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

HANDBRAKE conversion, positive internal brake; £12/15; don't wait for inspections! All spares and jeeps.—F.W.D. Motors, Ltd. (See other advt.) [5817

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JENSEN

BROOKLANDS OF BOND STREET, Ltd.

JENSEN, wholesale and retail.

NEW Jensen 541 for delivery.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

1952 Jensen Interceptor drop head coupe, 5 seats, steel grey, overdrive, heater, modifications to latest specification by Jensen Motors, over 100 m.p.h., 22 m.p.g., excellent condition; sell or exchange medium to high-powered saloon, new or used, cash adjustment either way.—Holt, Dunston, Nr. Stafford. [5852

JOWETT

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0913/R

BUNTINGS MOTOR EXCHANGE, Harrow. Tel. 6225-6

1953 de luxe, metallic grey, radio; £525.

1952 de luxe, maroon; £475.

1952 de luxe, metallic grey; £475.

1952 de luxe, metallic beige, engine just reconditioned; £450.

1951 de luxe, metallic grey; £425.

1950 Standard saloon, green; £350; also

1950 Bradford de luxe utility; £200.

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane, Harrow. Tel. 6225-6. [5934

1950 Jowett Javelin saloon de luxe, black, brown leather: £365.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1952 Javelin de luxe, steel grey, red leather, new bearing just fitted, excellent throughout; £435.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1953 Jowett Jupiter, Mark 3, very good condition, Schorah, Stanley Bank, Stavely, Kendal, Westmorland. [5655

1939 Jowett 8 saloon, one owner from new; £165; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [5927

ANTHONY CROOK.—1951, in excellent condition, spec ally recommended; £395.—High St., Esher, Surrey. Tel. 4580. [C1063

395gns.—Jowett Jupiter 1952 super sports 2-seater, excellent condition; terms, exchanges.—Rowland Smith, below.

125gns.—Jowett 1938 8hp saloon, sliding head, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Javelin de luxe, steel grey, excellent condition, series III engine; £475.—Tel. Battersea 3117. [5866

1953 Jowett Javelin de luxe saloon, in specimen condition, finished midnight green with beige leather, 2 very careful owners: £495.

W. PHILLIPS & SON (MOTORS), Ltd., 13-15, Albion St., Lower Mosley St., Manchester, 1. Tel. Central 7577. [5822

1953 Jupiter Mark I, P.V.C. hood, heater, full series III, in very good order, bronze; £475, or offers invited.—Tel. Shrivenham (near Swindon) 321 at week-ends, or Northampton 3058 Monday-Friday evenings. [5842

1952 Javelin de luxe saloon, one owner, recently reconditioned engine, heater, covers; maintained irreproachable condition for professional gentleman, immaculate coachwork, spotless interior, faultless mechanically, fully guaranteed; 435gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5819

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins [W4049

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0794/R

F. FAIRMAN & SONS Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs tuning and service.—Horley, Surrey. Tel. Horley 17 [0961/R

Jowett Spares and Service

G. W. WILKIN, Ltd.—For Jowett spares and service.—1, Weston Park, Kingston. Kin. 2241. [S4053

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Sto. 9761. [0133/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1950-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

LAGONDA

METCALFE & MUNDY, Ltd.

1950 Lagonda saloon, maroon, a really specimen car; £695.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY SALMON AUTOMOBILES offer:—

1950 (model) Lagonda 2.6-litre foursome drop head coupe, recent complete engine overhaul, good condition throughout; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS OF BOND STREET, Ltd.

LAGONDA, wholesale and retail.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

1938 V12 short-chassis sports saloon, new tyres taxed, good condition: £295.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1951 model 2.6 Lagonda foursome drop head coupe, fitted radio; £755.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd. Ambassador 3266. [C2033

LAGONDA Rapier, damaged rear end, otherwise specimen car; £45.—Maida Vale 1428. [5912

1954 Lagonda 3-litre Tickford saloon, perfect condition, centre gear; London; £1,950.—Box 1564. [5261

1950 Lagonda 2½-litre saloon, serviced at Lagonda's, 46,000, really excellent condition; £685.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4056

1937 Lagonda 4½-litre drop head foursome coupe, black with beige leather, mileage 49,000, one careful owner since new; £275.

ARNOLD G. WILSON, Ltd., Regent St., Leeds, 2. Tel. Leeds 34661. [5751

1937 Lagonda 4½ drop head coupe, guaranteed; £235; also 1936 pillarless saloon, guaranteed, £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£385.—Lagonda V12 saloon, 1938 (£650 Lagonda overhaul recently), superb condition.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 433 [C4024

1939 (June) Lagonda V12 short chassis drop head coupe, grey with beige hide, the interior is original and in very good order, extras include Ace discs and spotlight, the late engineer owner maintained this car regardless of expense and had a reconditioned engine recently fitted, since when it has done about 6,000 miles; £495.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1043

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years, service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0390/R

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (April, 1953), black, red leather; £845.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

CASH immediately for good Lanchester.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0689

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

WOKING MOTORS, Mercedes distributors.

1955 series Lancia Gran Turismo sports saloon, fitted radio, modified rear seats, exceptionally fine condition; £2,050.—Maybury Hill, Woking 4277-8. [C4057

1951 (December) Aurelia Gran Turismo, radio, heater, first-class condition; £1,200.—Box 1620. [5550

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

CURRENT model Lancia Spyder, 2,000 miles; £2,450.

1955 Lancia Appia, grey; £1,095.

1951 model Lancia Aurelia pillarless saloon; £975.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

1938 Lancia Aprilia saloon, black; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

CASS'S MOTOR MART.—1938 Lancia Aprilia 15hp pillarless saloon, metallic blue; £275.—5, Warren St., W.1. Eus. 4110. [C1040

1955 series Lancia Appia 4-door pillarless saloon, in condition as new, small mileage; £1,300; can be seen and tried at

LANCIA (ENGLAND), Ltd., 372, Ealing Rd., Alperton. Tel. Perivale 5656. [0213/R

1955 Lancia Gran Turismo, special interior leather finish with rear seat modification, radio, immaculate condition; £2,295.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

LANCIA Aprilia, very good condition, respraved and retrimmed, engine first class; £275.—The Sheilings, Sandhurst Lane, Yateley, Hants. Yateley 3153. [5851

1938 Lancia Aprilia, finished grey metallic, blue leather upholstery, Oyler blue melton covers, special Michelin wheels, Marchal lamps, heater, well maintained specimen; £325.

WRITE Joseph Chadwick & Sons, Ltd., Howley Works, Warrington, Lancs. Tel. Warrington 1400. [5757

295 gns.—Lancia Aprilia 1939 2/4-seater Farina sports convertible, blue and silver, leather, P.V.C. hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lancia Cars Wanted

ALL models required.—R. J. Searle, 25, Church St., Hampton. Molesey 2142-3. [W4069

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5650). [S0320/R

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties, offer:—

1951 Lea-Francis 18hp streamlined sal., black, one owner, modern appearance, comfortable seating, exceptional performance; £625.

1951 Lea-Francis estate car, one owner, very practical and handsome vehicle; £495.

1949 Lea-Francis 14hp 6-light saloon, black, beige upholstery, three owners, exceptionally good condition; £595.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1947 Lea-Francis sports saloon, sun roof, heater, etc., exceptional example; £385.—Fre. 1484. [5683

1947 Lea-Francis 4-door sports saloon, black, chauffeur maintained, specimen; £295.—94, Red Lane, Bolton. [5531

1950 2½-litre open 2/4-seater; £375.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2075

1948 Lea-Francis utility, individual front seats and bench rear, will carry a good load; £150.—Whatton 285, Nr. Nottingham. [5670

CASS'S MOTOR MART.—1951 Lea-Francis 14/70 special saloon, maroon, unblemished; £575; written guarantee.—5, Warren St., W.1. Eus. 4110. [C1040

G&M ALFREDS (1936), Ltd.—1951 Lea-Francis 14/70 saloon, in superb order, far above average.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 model Lea-Francis Mark III saloon, grey, fitted heater, an outstanding example of this high quality model; £325.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1948 (June) Lea-Francis 14 sports 4-light saloon, in black, as new condition, opportunity here for knowledgeable enthusiast; £325; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26858. Night St. Annes 05290. [C2083

425 gns.—Lea-Francis 1951 14/70 streamlined saloon, ivory, sliding head, fawn leather, I.F.S., heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

SPARES and service.—J. C Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. [0628/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R

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LIMOUSINES. Austin. 1939 18hp Windsor 7-passenger with partition, leather, black. £250.

A & S Austin Hirecars. Full range 1951/1953 from £495. Extra if fitted standard Diesel.

LIMOUSINES. Austin. Long wheelbase Sheerline, 1951/1952, face forward occasionals, radio and heaters, selection of three from £850.

A & S Limousines. Buick 1938 MO Series Fisher Limousine, wide face forward seats and partition, private owner, low mileage. £475.

LIMOUSINES. Chrysler Royal 1939 28hp seven passenger, black, brown hide, wide face forward seats. £350.

A & S Limousines. Humber. Full range of Pullman and Imperial 7-passenger cars, 1947/1954, leather and cloth, privately owned, above average condition, from £495/£1595.

LIMOUSINES. Morris. 1948 14hp Taxis, sound condition, good cellulose and tyres, selection. £125/£225.

A & S Limousines. Packard. Super Eight Deluxe, 1938 Series, partition and wide face forward occasionals, cellulosed black, in exceptional condition. £495.

LIMOUSINES. Rolls-Royce. 25/30hp, selection 1937/1939, all privately owned cars, exceptional condition, with histories, from £750.

A & S Limousines. Rolls-Royce. 1938 Phantom III swept tail Windover, leather, superb order. £675.

LIMOUSINE specialists for over 30 years. Write or telephone for lists.

ALPE & SAUNDERS Ltd. Providence Court, North Audley Street. W.1. Mayfair 2941. (Near Selfridges). [C1006

JACK ALPE offers limousines.

AUSTIN 1938 Windsor 18hp, leather; £345.

AUSTIN 1939 Iver 18hp, leather; £295.

AUSTIN 1952 16hp hirecar, small mileage; £695.

AUSTIN 1952 l.w.b. Sheerline, private; £1,045.

DAIMLER 1938 EL 24, low mileage, leather; £595.

HUMBER 1952 Mk. III, leather, heater; £925.

ROLLS-ROYCE 1932 Barker, heater; £375.

ROLLS-ROYCE 1935 Thrupp, 25,000 miles; £795.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

CASS'S MOTOR MART.—1948 Morris taxi, new engine run 3,000 miles, excellent condition; £395.

1951 (Oct.) Austin 16 hire car, genuine 21,000 miles, mayor's official car, unblemished.—5, Warren St., W.1. Euston 4110. [C1040

LIMOUSINES, 7-seaters, leading makes; from £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

Limousines Wanted

A & S Ltd., require Limousines. Good prices for cars in above average condition.

ALPE & SAUNDERS, Providence Court, North Audley Street. Mayfair 2941. [W1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Lincoln buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691, 3903. [W4015

Mercedes Cars Wanted

MERCEDES type 500 N, condition immaterial.—Box 1629. [5520

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

ONLY the best examples offered; several second-hand models available, including 1955 (May) type 300SL, 6,000 miles only; full details on request; most new models for immediate delivery; one only latest type 180D at pre-increased price; our own demonstration cars are here for you to drive.—John S. Truscott, Ltd., for Mercedes-Benz, 175, Westbourne Grove, W.11. Bayswater 4274. [C4035

BROOKLANDS OF BOND STREET, Ltd.

NEW Mercedes 300C saloon and SL sports for delivery; also 220A saloon de luxe.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

WOKING MOTORS, Mercedes distributors, can give early delivery of the new 220 S190 saloon, and the 219 model.

1956 220A Mercedes saloon de luxe, leather, German radio, many extras, black and grey, 2,000 miles only, cost new £2,625; offered at suitable reduction.

300S Mercedes drop head coupe, l.h.d., petrol injection, mileage negligible, for disposal.—Maybury Hill, Woking 4277-8. [C4057

1955 (Nov.) Mercedes-Benz type 300SL, 4,000 miles, latest brakes, quite immaculate; £3,875.

1955 Mercedes-Benz type 300b saloon de luxe, one titled owner, 6,000 miles, new condition; £2,695.

1954 Mercedes-Benz type 300 saloon de luxe, maintained by us, in beautiful condition; £1,975.

1954 (late) Mercedes-Benz type 300b, special upholstery, maintained continuously by us, immaculate condition; £2,195.

1955 (late) Mercedes-Benz type 190SL, d.h.c., 9,000 miles, radio, covers, most beautiful condition; £2,295.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

MERCEDES-BENZ

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1956 Mercedes-Benz 300SL, 7,000 miles, silver grey/blue twin speaker radio; £3,850.—282, Kensington High St., W.14. Western 0207. [5956

1955 Mercedes 300B, 10,000 miles, one owner; £2,450.

FARNHAM MOTOR Co., Ltd., Downing St., Farnham, Surrey. Tel. Farnham 6151. [5557

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1955 Mercedes 220 saloon, black, red upholstery, immaculate condition; £1,675; maximum h.p. [C1001

1954 Mercedes-Benz 170 Diesel, 20,000 miles, as new; £895.—Mansfield Autos, Ltd., 48, Fitzroy St., London W.1. Euston 2587. [C3001

GEORGE NEWMAN & Co. (B'ton.), Ltd., sole Sussex distributors; all models available for inspection and trial, early delivery.—39-40, Old Steine, B'ton 28102-4. [3897

1955 (April) Mercedes-Benz 300 FL, 6,000 miles only, faultless and immaculate; £3,450.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [5764

1954 Mercedes-Benz type 180, black and red, radio (twin speakers), heater, windscreen washers, etc., in first class order throughout, one meticulous owner; £1,250.—Gee Cars, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733 or Macaulay 3363. [5940

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel Reliance 7691. [0962/R

MERCURY

1950 Mercury, radio, heater, overdrive, one owner, excellent condition throughout; £525.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

Mercury Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Mercury buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

M.G.

ELM AUTOSALES offer:—

1938 M.G. 1½-litre sports saloon, mechanically excellent, metallic bronze, red interior, excellent value; £185.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2087

CLUBMAN AUTOS, Ltd., offer:—

1946 M.G. TC black two-seater sports, red leather, many extras, excellent condition throughout; £330.

138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

PARADE MOTORS (MITCHAM) offer:—

1947 M.G. TC, green and beige, in excellent condition; £345.

1946 M.G. TC, black, green, excellent condition; £325.

1946 M.G. TC, black, beige, excellent condition; £325.

1938 M.G. TA, grey, red, immaculate condition; £255.

66-67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3036

ALEXANDER.—Laystall high-power conversions for M.G.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1953 M.G. 1¼-litre saloon, finished in red with beige upholstery; £635.

1954 M.G. Magnette saloon, green with biscuit upholstery, recorded mileage 11,000; £835.

1955 M.G. Magnette saloon, finished in maroon with maroon upholstery, recorded mileage 5,000; £925.

1955 M.G. Magnette saloon, finished in green with green upholstery, fitted H.M.V. radio, wing mirrors and rubber mats, recorded mileage 11,000; £900.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5963

PERFORMANCE CARS, Ltd., offer an unparalleled selection of M.G.s with 3 months' guarantee:—

M.G. TF 1500cc, red, one owner, 1955, £655; M.G. TD 1250cc, red tonneau, 1953, £535.

M.G. TD 1250cc, black, extras, 1952, £445; M.G. TD 1250cc, green, tonneau, 1952, £455.

M.G. TD 1250cc, blue, specimen, 1951, £475; M.G. TD, cream, radio, heater, 1951, £465.

M.G. TC, 1250cc, red, tonneau, 1948, £385; M.G. TC, 1250cc, green, extras, 1947, £375.

M.G. TC, black, excellent, 1946, £365; M.G. TC, 1250cc, black, specimen, 1946, £345.

M.G. TC, 1250cc, black, full tonneau, 1946, £325; M.G. TC, 1250cc, red, extras, 1945, £345.

M.G. TB, 1250cc, blue, new hood, 1939, £265; M.G. TB, 1250cc, Tickford coupe, 1939, £285.

M.G. TA 10hp, blue, Tickford, 1939, £275; M.G. TA, 10hp, red, radio, 1938, £265.

M.G. TA 10hp, blue, specimen, 1937, £275; M.G. VA, 12hp tourer, grey, 1938, £195.

M.G. PB 9hp, green, 4-seater, 1936, £185; M.G. NA 12hp, red, 4-seater, 1934, £95.

IMMEDIATE hire purchase and insurance, cars and motor cycles taken in part exchange.

OPEN 9 to 7 week-days, 11 to 4.30 on Sundays; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

M.G. (March), green/grey, carefully run, B.M.C. warranty, taxed year; £925.—Box 1752. [5847

MAGNETTE, year old, one careful driver, radio, heater, etc; cash offer please.—Box 1751. [5810

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

M.G. VA 1938 1½ Tickford coupe, enthusiast maintained; £180.—73, Eastcotes, Coventry. [5525

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. Magna F 6-cyl, 1952, body needs some attention; £75.—Ward, Ashgate Cottage, Chesterfield. [5892

1950 M.G. 1¼-litre sports tourer, 4-seater, red, export model, a fine example of this rare car; £525.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford, Guildford 67227-8. [C3099

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

1954 Magnette, maroon, radio, heater one owner, 11,000; £765.—36, Nottingham Place, W.1. Welbeck 3542. [5058

£120—2-litre saloon, 1938, two careful owners, perfect mechanical condition.—Tel. High Wycombe 2217. [5951

1940 M.G. TA, excellent condition, full tonneau; £265 o.n.o.—40, Hilldown Rd., Hayes, Kent. Hurstway 2407. [5840

1955 Magnette, red/biscuit, one owner, 7,000 miles; £895.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1953 M.G. TD 2-str. in green; £495.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1952 TD2, red, 26,000 miles, faultless condition, any inspection, must sell; £425 or offer.—23, Sleaford Rd., B'ham, 28. [5864

1954 M.G. Magnette saloon, maroon, heater, 11,000 miles, taxed year; £785.—Lex, The Dome, Brentford. Tel. Ealing 2271. [5814

1954 M.G. Magnette saloon, grey, heater, 19,000 miles, taxed year; £740.—Lex, Wembley High Rd. Tel. Arnold 3870. [5815

1949 TC Tojeiros own car, Laystall head, B.T.H. mag., many spares, owner emigrating; £300 quick sale.—Tel. Folkestone 4963. [5882

480gns.—1953 M.G. TD 2-seater, excellent condition, private sale; seen at C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Croydon 0074-5. [5758

1954 M.G. TF1250, Laystall Lucas head, heater, radio and other extras, one owner; £585.—Jarvis & Sons, Ltd., Liberty 8221. [C2086

£110 o.n.o.—1932 D-type M.G. 4-seater, much above average condition, 35mpg, very good tyres, etc.—Horley 954 after 7 p.m. [5831

1955 (March) M.G. Magnette saloon, seal grey/light grey leather, 12,400 miles, absolutely as new, one owner and taxed year; £635.

ALTWOOD GARAGE, Aitwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends, Littlewick Green 3076. [C1107

1934 M.G. PA 2-seater, completely rebuilt, rewired, C/R gear box, new tyres, springs, etc.; £195.—Creevy, 18, Dapnne Gdns., Chingford, E.4. [5876

£175—M.G. VA 1½-litre drop head coupe, 1938 model, excellent condition throughout.—Brondesbury Motors, 3, Willesden Lane, N.W.6. Maida Vale 0371. [5762

725gns.—M.G. Magnette 1954 sports saloon, black, maroon leather, heater, one owner, excellent condition, choice of 3 Magnettes; terms, exchanges. —Rowland Smith.—Below.

695gns.—M.G. Midget 1955 TF 1500 2-seater, loose covers, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith.—Below.

495gns.—M.G. Midget late 1953 TD 2-seater, grey, red leather, P.V.C. hood, carefully used; terms, exchanges.—Rowland Smith.—Below.

285gns.—M.G. Midget 1939 Tickford drop head coupe, occasional rear seats, excellent condition; terms, exchanges.—Rowland Smith.—Below.

225gns.—M.G. Midget 1937 T 2-seater, very good condition, choice of 12 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 M.G. TD, 10,000 miles only, first class condition, not used last winter; black, green leather, all-over tonneau; £510.—54, Clarendon Ave., Leamington Spa. Tel. 1709. [5923

ROSE & YOUNG, Ltd., offer 1955 M.G. TF 1500 sports, low mileage, unmarked, red; £645.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

1955 (Feb.) M.G. Magnette saloon, black, maroon leather, one owner, low mileage; £845.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [5696

£250!!!—Easily the finest conditioned 2.6-litre saloon to be had to-day, 22mpg, twin horns, spotlights, etc., 100%, A.A. report obtainable.—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

£475.—1953 TD, radio, heater, luggage grid, trafficators, wing mirrors, screenwash, defroster, tonneau cover, taxed year, good order; exchange considered.—Brown, 126, Marsden Rd., Burnley. Tel. 4336 (evenings). [5689

1954 M.G. TF, red with red leather, 12,000 miles, absolutely immaculate, having been in hands of very careful owner, definitely not raced, absolutely any trial and inspection; £595.—W. H. Baker (Wallingford), Ltd. Tel. 2022. [5792

M.G. model F 1932 red 4-seater, hood, buckets, tyres, rear springs all new 1955; engine, clutch, rear axle, dynamo reconditioned 1955, chrome good; new shockers front; seen Worthing; untaxed; £70 or offer. —Swandean 565 or Fitzroy 0812 (evenings). [5881

£425.—Very specially built M.G. TC base, second Le Mans 1950, re-built at Abingdon 1953, 100 mph plus in standard trim; superb line and beautifully maintained.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

M.G. TA 2-seater tourer, complete with full all-weather equipment, ivory, in excellent all round condition, taxed and insured, first registered 1938, owner going abroad first offer over £220 for quick sale.—Mr. Myers, Hotel Normandie, Manor Rd., Bournemouth. Tel. 5012 [5895

M.G. Cars Wanted

UNIVERSITY MOTORS, Ltd. purchase good used low-mileage M.G. 1¼-litre saloons and TF Midgets.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141 [5965

M.G. Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

M.G. TF required, less than 10,000 miles and first-class condition; London.—Box 1712. [5693

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

CNK MOTORS urgently require M.G.s, particularly models TA to TD.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

URGENTLY required, 1947-56 M.G. saloons and 2-strs.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3968

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only: repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel. TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON, Ltd.,

SPECIALISTS in M.G. spares and repairs.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0486

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0206

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

PARADE MOTORS MITCHAM offer:—

1953 Morgan 2-seater, blue/black, immaculate car throughout; £465.

66-67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3036

1952 Morgan Plus 4, white/black, many extras and modifications, unique; £425.—Bunce, Hillcroft, Hall St., Dudley, Worcs. Tel. 3088. [5665

DELIVERY mileage Plus 4 Morgan 2-seater with TR2 engine, must be sold this week; what offers? terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26833. Night: St. Annes 03280. [C2083

1953 (October) Morgan Plus 4, the rare 4-seater tourer, B.r.g., Laystall head, etc., extras include heater and screen washers, excellent throughout and goes as it should; £495; terms, exchanges.—C.N.K. Motors 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [4020

WANTED, 1952-1954 Morgan Plus 4/4-seater car, must be in good condition; state lowest price for cash waiting; no dealers.—Box 1750. [5867

MERCURY MOTORS wish to purchase good used sports cars of most types: M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, tel. or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [W3014

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

HPG

1952 Minor convertible, excellent mechanically, very smart Clarendon grey with red leather, Derrington cylinder head giving worthwhile performance; good hood, heater; £400; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208, Sunday 2031. [C1086

1955 Morris Minor Traveller, one owner, 13,000 miles, radio, heater, as new; £635.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

MORRIS MINOR

A1 at Brown's.

1955 (late) Morris Minor 4-door de luxe saloon, taxed year, completely spotless and unblemished, genuine 3,000 miles only; £575 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1023

L. F. DOVE offer:—

1951 Morris Minor 4-door saloon, one owner; £425. —L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

B. J. HUNTER, Ltd., offer:—

1955 Morris Minor saloon, one engineer owner; £525.

1952 Morris Minor saloon, fitted heater, loose covers; £435.

1951 Morris Minor coupe, carefully used; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1955 Morris Minor 2-door de luxe saloon, with heater, genuine 5,000 miles and offered with B.M.C. warranty; £565.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1955 (Aug.) Morris Minor 4-door de luxe saloon, Clarendon grey, 7,500 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1955 (October) 2-door Morris Minor, black, mileage 4,000, immaculate condition; £539.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1831. [C4009

ALEXANDER.—Laystall high-power conversions for Morris Minor.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1955 Morris Minor saloon, really exceptional condition; £525.—Below.

1951 Minor convertible, black; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1952 (April) Morris Minor 4-door saloon, exceptionally low mileage; £440.—Below.

1952 (June) Morris Minor convertible, green, exceptional condition; £430.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

MORRIS Minor saloon, 13/1/56, 1,200 miles, heater, taxed year; £575.—Prestwich, St. John's Rd., Hove (34037). [5768

1952 Minor 4-door saloon, magnificent, guaranteed; £415, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

545gns.—Morris Minor Sept. 1955 4-door saloon, one owner, 5,000 miles, spare unworn, terms, exchanges.—Rowland Smith, below.

325gns.—Morris Minor September 1949 tourer, very good condition, choice of 6 Minors; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 (May), green, 5,000 miles, one careful owner, entirely as new, private sale with h.p. terms available; £510.—Tel. Silverthorn 8056 [5905

1954 (May) Morris Minor traveller's car; £565.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1955 Morris Minors, mileages 10,000 to 14,000; prices from £495; B.M.C. 4-months' guarantee.—Jarvis & Sons, Ltd., Liberty 8221. [C2086

1955 Minor convertible de luxe, with extras, Clarendon grey, maroon interior, superb condition; £495.—Robbins, East Putney. Tel. 7881. [C3010

ARCHIE SIMONS & Co., Ltd.—1954 Morris Minor de luxe Traveller, black, nominal mileage, one owner only; £535.—93, Great Portland St., W.1. Lan. 1343. [C4015

1956 Minor, 3,500 miles (regd. Oct., 1955), 2-door, black with red upholstery, taxed year; £545. —Taylor, 14, Crawford Ave., Wembley 7662 or Langham 6063. [5893

£545!!—1955 Minor 4-door saloon, black, red interior, 8,000 miles, one very careful owner. —G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1955 (May) Morris Minor de luxe 2-door saloon, black, low mileage, absolutely as new; £545.—Chesterfield Motors, Pri. 6644, 113/115, Regents Park Rd., N.W.1. [5788

1956 Morris Minor 2-door de luxe saloon, 1,000 miles only; £575.—British & Colonial Motors, Ltd., 13-14, Upper St Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

1954 (May) Morris Minor de luxe Traveller's car, black, one owner, replacement engine; £485. —F. C. Jackson (Motors & Tractors), Ltd., Coningsby, Lincoln. Tel. 324-5. [5787

1955 Morris Minor 4-door de luxe, black, as new, 10,000 miles, red leather, heater, demister, Windtones, nearest £550; privately owned.—Page, Upper House, Knapton Green, Dilwyn, Herefords. [5830

1954 Minor Travellers car, £485; also 1954 saloon, guaranteed, £475; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

JACK ROSE, Ltd.—1954 Morris Minor convertible, 13,000 miles, almost as brand new, one owner; £485. —Stafford Rd., Wallington, Surrey.— Wallington 6677. Burgh Heath 2376 [C3058

1955 (Nov., '54) Morris Minor de luxe saloon, Clarendon grey, red interior, heater, 9,000 miles; £525.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1954 (October) Morris Minor Traveller, in new condition, grey, one owner, taxed year; £545.—Coles Garages, Ltd., 42, Worple Rd., S.W.19, Wimbledon 0195; and 13-14, Castle Parade, Ewell 2593.

1955 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston Kin. 3151-6. [0046/R

MORRIS Minor (Aug.) 1955 de luxe 4-door saloon, colour grey with red upholstery, negligible mileage, one owner, radio, immaculate; £630, terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [5751

PRIDE & CLARKE, Ltd.—1955 Morris Minor saloon, 7,000 miles, £529; 1954, low mileage, £459; 1954 Travellers car, low mileage, heater, £519; 1955 convertible, 12,000 miles, heater, £539; 1953, £439.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

TANKARD & SMITH, Ltd., offer 1952 Morris Minor 2-door saloon, grey/red upholstery, heater, one owner, 12,000 miles, superb condition; £425; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1952 Morris Minor 4-door de luxe saloon, heater, original, £420; another similar £410; also Morris Minor convertible, £350; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MORRIS Minor Travellers wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

CNK MOTORS are good buyers of Morris Minor convertibles.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., offer:—

1947 2-door de luxe saloon, one owner, reconditioned engine just fitted; £300.

1939 saloon, excellent condition; £195.

1939 4-seater tourer, choice of 3; £175.

1938 2-door de luxe saloon; £155.

1937 saloon; £75.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop and guaranteed for three months.

TERMS and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 13 & 14, Atherstone Mews, off Cromwell Rd., S.W.7 (3 mins. Gloucester Rd. Tube). Western 3206. [C4063

295 gns.—Morris 8 September 1948 4-door saloon, leather, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8 1939 series E tourer, new hood, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SERIES E tourer wanted; must, repeat, must be mechanically sound with clean body.—Rue, 11, Stanley Rd., Oxford. Tel. 2959. [5871

MORRIS TEN

1939 Morris 10, black, brown leather, engine just rebored; £175.

DOUGLAS CAR SALES, Eleanor Cross Rd., Waltham Cross. Tel. Waltham Cross 4124-4923. [C1075

265 gns.—Morris 10 late 1947 saloon, sliding head, leather, loose covers, very good condition; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube. Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS COWLEY

1955 (Sept.) Morris Cowley, beige, 5,800 miles, one owner, genuine bargain, taxed for the year, B.M.C. guarantee; £595.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

MORRIS OXFORD

A1 at Brown's.

1955 Morris Oxford saloon, green with leather upholstery to match, heater, taxed year, carefully used by one owner, 17,000 miles only, spotless and unblemished; £625.

1953 (Sept.) Morris Oxford, black, brown leather, heater, well kept by one owner; £485.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Haw. 2284. [C1025

CAR MART, Ltd

1954 Morris Oxford saloon, heater; £595.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

H. A. SAUNDERS, Ltd., offer:—

1955 Oxford, black, red upholstery, heater; £975.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1954 (Aug.) Morris Oxford saloon series II, green, 13,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1952 (October) Morris Oxford saloon, grey, red interior, heater, etc., excellent condition, low mileage, taxed; £440.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

ALEXANDER.—Laystall high-power conversions for Morris Oxford.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1955 Morris Oxford saloon, blue, one owner, 14,000 miles, Ripco condition; £650.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1953 Morris Oxford; £465.—Engines Reconditioned, Ltd., 333, Pinner Rd., Harrow. Harrow 1269. [C2070

1955 (March) Morris Oxford saloon, black, red, fitted heater; £625, part exchanges, deferred terms.

MILHALL SERVICES, 55, South Edward Sq., (nr. Kensington High St.). W.8. Western 4351. [C3094

1954 Morris Oxford series II saloon, birch grey with red interior, excellent condition, heater, windscreen wash; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2006

1952 model Morris Oxford (December, '51), superb condition, one owner; £450.—Kirkdale Cars, Kirkdale, Sydenham. Sydenham 6129. [C2068

1949 Morris Oxford saloon, one owner, recent new engine; £325.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

1955 Morris Oxford saloon de luxe, immaculate condition; £645.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1956 Morris Oxford estate car, delivery mileage; £865, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Oxford Traveller's saloon, one owner, in excellent condition throughout, taxed year; £550.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1953 Morris Oxford saloon, grey, red leather, heater, one owner, excellent throughout, guaranteed; £495.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1952 Morris Oxford black saloon, heater, very clean, one owner, taxed; £450.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Tuxford 215. [5820

£495!!!—Morris Oxford 7-seater hire-car limousine 1952, 4-door model, black, brown leather, forward occasionals, division, in extremely good condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

£398—Morris Oxford 1950, extremely careful owner, beautifully maintained; many others.—Benmotors, 1, Clarendon Rd., W.11. (50yds. Holland Park Tube). Park 5066-7. [C1017

£665!!!—1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—Broadway Motors, Hanworth Rd., Hounslow, Middlesex. Hou. 0175/9309. [C1115

1952 Oxford de luxe, black, heater, twin spot-lamps, wing mirrors, reversing light, seat covers, one owner, 24,000 miles only; £465.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

1955 (July) Morris Oxford, beige, one owner, 10,000 miles, B.M.C. warranty; £665.—F. C. Jackson (Motors & Tractors), Ltd., Coningsby, Lincoln. Tel. 324-5. [5786

TANKARD & SMITH, Ltd., offer 1955 Morris Oxford series II saloon, black/red, one owner, 19,000 miles, excellent condition; £650; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1953 Morris Oxford de luxe saloon, grey, red upholstery, radio and heater, etc., one owner; £475.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [5697

MORRIS Oxford (Sept.) 1955 saloon, colour black with red upholstery, absolutely as new, fitted heater, low mileage; £675, an excellent opportunity to purchase a current model at a very low price.—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [5752

Morris Oxford Cars Wanted

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0080. [W2074

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS ISIS

BOON & PORTER, Ltd.

ISIS—latest model, 4,000 miles, black, unscratched; £775.

CASTELNAU, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

1955 Morris Isis de luxe saloon, black, 2,200 miles only, perfect; £795.—Hazlemere Motor Co., Ltd., Guildford 62877. [5769

MORRIS Isis, black with red interior, works mileage only; list price £961; offered at £765.—142, Huntingdon Rd., Cambridge. Tel. 3641. [5589

MORRIS ISIS

WARWICK WRIGHT, Ltd., offer:—

1955 Morris Isis saloon, black with red upholstery, heater, 7,000 miles; £765.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1955 Morris Isis saloon, finished in black with maroon upholstery, fitted radio, screen washer and fog light, recorded mileage 4,000; £865.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5964

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris.—Tel Sta. 8000.—Seven Sisters Rd., Tottenham, N.15 [0098/R

CASH immediately for good Morris.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL., Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1952. [0542/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

MORRIS 10 series M 1939-47, genuine new spares, crankshafts stand. size, £5, p. & p. 7/6; oil pumps, 10/-, p. & p. 2/-; pistons with rings and pins ×0.60in o/s, 20/-.—S. & G. Stores, 210, North St., Leeds, 7. Tel. 23243. [4628

NASH

NASH Ambassador super 4-door trunk sedan, finished in maroon, equipped with radio, heater and overdrive, cost new £2,900, r.h.d. model, immaculate; £995; terms; part exchanges.—Nash Concessionaires, Ltd., Albany St., N.W.1. Tel. Euston 5558. [5629

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Nash buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Nash Spares and Service

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [0937/R

OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile 88, Hydramatic drive, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1950 Oldsmobile 98, recent rocket engine, radio, heater, good condition throughout; £685 or exchange.—Thomas Motors, 117, London Rd., Kingston 8415. [5562

1955 Oldsmobile 98, radio and heater, 5,000 miles, one owner.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

OLDSMOBILE, first reg. 1950, 2-tone blue/grey, radio, nylon covers, perfect condition, 6-cyl.; £525.—Levine, 526, Stonegate Rd., Leeds, 17. Tel. 685382. [5538

1950 (Nov.) type 88 Hydramatic, first-class, we are disposing for original owner who requires £525, bargain.—H. E. Griffin Motors, Ltd., Haywards Heath 385. [5573

1955 (Nov.) Oldsmobile Rocket 88 electric d/h coupe, fitted every conceivable extra, finished metallic green with dual green leather upholstery, 202bhp engine giving 20mpg with fantastic performance; £2,150.

W. PHILLIPS & SON (MOTORS), Ltd., 13/15, Albion St., Lower Mosley St., Manchester, 1. Tel. Central 7577. [5624

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Oldsmobile buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691, 3903. [W4015

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

PRIDE & CLARKE, Ltd., Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [5068/R

PACKARD

1951 Packard, r.h.d., automatic drive; £895.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W1026

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Packard buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [8402B

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PANHARD

DYNA aerodynamic 6-seater, 1955, saloon, one owner, radio, seat covers, etc., guaranteed mileage about 5,500; £900; terms, exchanges.—Panhard Concessionaires, 10, Winchester Mews, N.W.3. Primrose 6153. [5558

PEUGEOT

1952 Peugeot 203 saloon, black, 2,300 miles; r.h.d., exceptional condition; £500.—Byron 5277. [5526

1954 203 saloon, moderate mileage; £595.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

PLYMOUTH

SIMPSON'S offer:—

1953 Plymouth Cranbrook, R. & H., all extras.

1951 Plymouth convertible, R. & H., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

Plymouth Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Plymouth buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691/3903. [W4015

PONTIAC

SIMPSON'S offer:—

1953 Pontiac Cataline, Hydramatic drive, r. & h., low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1949 Pontiac 2-door sports saloon, jet back, automatic, radio, most beautifully maintained; £595.

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4036

1950 series Pontiac Silver Streak Jet-Back 4-door de luxe saloon, every possible extra, a magnificent car in every way; £595; terms; exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Pontiac buyers; outright purchase or part-exchange.—345 High Rd., Wembley. Wembley 8691/3903. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd., have for sale used but guaranteed Porsche cars, including one virtually new 1500, 1955 graphite grey convertible mileage 2,000, price £1,800; also a 1954 1500 hard top.—Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

RACING CARS

J.B.S. 500 Norton, double-knocker engine, 4 new tyres, excellent condition offers.—St. Albans 2050. [5708

COOPER-ALTA 2-litre fully modified, large brakes, ready to race, with carburettor or fuel injection, could convert to 2,500cc or 1,500cc; £1,200 o.n.o.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford, Guildford 67227/8. [C3099

CROMARD SPECIAL, 1½-litre special Lea-Francis type engine, fitted with new 2-plug alloy head, pre-selector box, tubular chassis.—Dunham & Haines, 46, Castle St., Luton 2100/1. [C1079

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars. [0821/R

ANTHONY CROOK.—Cooper-Bristol racing sports; this famous car can compete equally successfully in sports or Grand Prix races; any make of saloon taken in part exchange.—High St., Esher, Surrey. Tel. 4580. [C1063

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ELM AUTOSALES offer:—

1954 Renault 750cc, fitted high compression head, 5-branch exhaust, 14,000 miles only, completely immaculate throughout; £465.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

AUTOSALES (LONDON), Ltd., offer:—

1955 Renault 750cc de luxe saloon, one owner, really small mileage, many extras; £525.

1954 750 de luxe saloon, one owner, small mileage; £475.

1953 750 de luxe saloon, absolutely in immaculate condition throughout; £435; choice of 2.

1952 Renault 750cc convertible, like new; £425.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [5463

BRUTONS.—1951 Renault 750, blue, one owner, wireless, heater, excellent condition; £338; terms, exchanges.—1a, Lexham Gdns. Mews, W.8. Fremantle 9129. [C1104

RENAULT

1955 Renault 750 saloon, sun roof, radio, etc., like new; £560; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4956. [C1010

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Established 1909, offer:—

1956 750 Renault saloon, Ferlec clutch, many extras, taxed December; £635.

1955 750 de luxe saloon, blue, 4,000 miles, taxed December; £540. [C4070

1955 Renault 750 saloon de luxe, heater, 6,000 miles; £525.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

1956 Renault 2-litre Fregate, finished in duo-grey with grey hide upholstery, 200 miles only, offered considerably below list price.—Cox's Motors, Conduit St., Leicester. Tel. 60319-20023. [C1059

275 gns.—Renault 760 1950 saloon, black, red leather, flashicators; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 (delivered Dec., 1954) Renault Fregate, blue, grey upholstery, one owner, next-to-new throughout, an outstandingly practical 5/6-seater, built for really hard work; cost £1,270; unusually good value for £745; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1950 Riley 1½-litre sports saloon, green with brown leather upholstery, heater, low mileage, a car very well maintained and well kept by a fastidious owner, immaculate; £525; our hire purchase terms are now 5% for 13 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

WM

1955 Riley Pathfinder, black and grey, red leather, mileage 10,000; £1,075.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

CAR MART, Ltd.

1951 Riley 2½-litre saloon, heater; £545.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

J. JAMES (LONDON), Ltd.

1956 Pathfinder, grey, maroon upholstery, 2,000 miles; £1,200.

1956 Pathfinder, blue, grey upholstery, bucket seats, 2,000 miles; £1,250.

RILEY CARS, 55 and 56, Pall Mall, S.W.1. Tel. Tra. 7311. [5771

J. DAVY, Ltd., Riley agents.

1955 (August) Pathfinder, 9,000 miles, seat covers; £1,025.

180-4 Kensington High St., W.8 (Wes. 7161); 215, Brompton Rd., S.W.3 (Kni. 6215). [C1069

RUSSELL MOTORS offer:—

1955 (model) Riley Pathfinder, 16,000 miles, fitted sunroof, radiator blind and other extras; £995.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1 Sloane 9288 [C3060

PASS & JOYCE, Ltd., offer:—

1955 Riley Pathfinder saloon, a very attractive one-owner car, dark green with tan interior, 4 months' guarantee; £1,095.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [C3039

BRADSTOCK MOTORS, offer:—

1948 Riley 1½-litre, green, fitted heater, one owner, low mileage for age, in really excellent condition throughout; £445.—Chase Road, Epsom. Tel. 5696-7. [C1090

BOON & PORTER, Ltd., distributors.

1956 Pathfinder, 3,500 miles, director's car replaced by overdrive model, unscratched; £1,320.

1955 Pathfinder, black, 9,000 miles, latest mods.; £1,045.

CASTELNAU, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

GORDON & GLYNN (the Riley centre).

THE specialists who deal exclusively in pre-war Rileys.

£255.—Kestrel 2½-litre Blue Streak.

£225.—Adelphi 1½-litre.

£185.—Kestrel 1½-litre.

£135.—Kestrel 9hp.

£125.—Monaco 9hp.

H.P. terms and exchanges.

REPAIRS and service for Rileys only.

GORDON & GLYNN, 7, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075

RILEY

WESSEX MOTORS, Bridge St., Andover.

1954 Riley Pathfinder saloon, grey with maroon interior, bench seat, a one-owner car, very carefully used, 4 months' guarantee.—Tel. Mr. Harnett, Andover 2326. [C4087

COOMBS & SONS (GUILDFORD), Ltd., offer:—

RILEY Pathfinder, 1956 model, dark grey/grey upholst., many extras, including radio, heater, mats, etc., very low mlge., one-owner car, superb condition, supplied new by us; £1,225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

CLARKE & SIMPSON Ltd., Riley sales and service.

C & S—1956 range of new Pathfinders in stock; demonstration car available for trial.

C & S—1953 (November) 2½-litre saloon, silver streak, red leather, radio, heater, one owner; £775.

C & S—1953 model, registered November, '52, 2½-litre saloon, black, brown leather, heater; £695.

C & S—1953 (May) 1½-litre saloon, Woodland green, green leather, heater; £745.

C & S—1948 (July) 1½-litre saloon, black, beige upholstery, excellent condition; £445.

WHERE applicable our used Rileys are issued with manufacturer's warranty.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1947 Riley 1½-litre saloon, black with brown interior, one owner; £375.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. Bottomgate, Blackburn 5084. [C3082

1948-9 1½-litre, black, exceptional, taxed year; £465.—Bircher, High St., Hadley, Salop. [5636

1956 Riley Pathfinder saloon, fitted de luxe radio, only 3,200 miles, Ripco condition; £1,225.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

1937 Riley Lynx, very good condition, Riley ivory and red; £245.—Apply, 42, Lois Drive, Sheinperton. [5533

1954 (April) Riley 1½-litre saloon, black and cream, brown hide, 12,000 miles, maintained in immaculate condition by one private owner; £825.

IRONBRIDGE SERVICE DEPOT, South Rd., Southall, Middx. Southall 2355. [5944

RILEY 2½-litre saloon (Jan., 1952), grey; £535.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [C4022

1946 Riley 1½-litre saloon, maroon/maroon leather.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

£345.—1949 Riley 2½-litre saloon, radio, heater, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1951 Riley 1½-litre saloon, ivory, red leather, recently rebored, a very good, graceful car.—Thanet (Kent) 52980. Box 1657. [5601

1954 Riley 1½-litre saloon, new condition throughout; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1937 Riley 12hp Adelphi saloon, respayed first-class finish in grey, mechanically in splendid condition; £210.

B. & M. GARAGES, Ltd., 42a, St. Michael's St., Paddington, W.2. Pad. 6877. [5715

1937 Riley 9 Monaco special series saloon, good tyres; £140 o.n.o.—94, King Edward Rd., Maidstone, Kent. [5633

1954 Riley 1½ saloon, spotless, black and grey; £835.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

£75 Riley 9 Kestrel saloon, 1935 model, new tyres, preselector, twin carburettors, excellent runner.—Upminster 4180. [5837

RILEY 1955 Pathfinder, excellent condition, taxed for year, one owner; £895; exchanges 2 ways.—115, Fox Grove Rd., Beckenham 6840. [5958

£745!!!—June 1953 Riley 2½-litre R.M.F. saloon, virtually as brand new, genuine small mileage one-owner Riley, faultlessly maintained.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055

1952 Riley 2½-litre saloon; £585.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024

1952 model 1½-litre, one owner, black, red leather, beautiful condition, meticulously maintained by enthusiast; £550.—3, Glan Aber Park, Chester, TN. 24269. [5527

1953 Riley 2½-litre saloon, metallic grey, low mileage, one owner, heater, as new; £650.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1948 Riley 2½-litre sports saloon, one owner, in immaculate condition; £450; exchanges, terms.—Bray Motors, 150-154, West End Lane, N.W.6. Hampstead 6499. [C1024

1954 (Dec.) Riley 1½-litre saloon, radio, one owner, excellent condition throughout; £775.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1952 2½-litre saloon, radio, heater, one owner, black, recorded mileage 27,000; £545; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

RILEY 2½, 1951, saloon, black, immaculate, heater, new tyres, Lifeguards, mechanically reconditioned throughout; £435, exchange Zephyr, Vanguard.—Tel. Grayrigg 206 (Westmorland). [5541

1948-9 2½ saloon, red leather, H.M.V., heater, nearly new tyres, one owner since 1949, practically without a mark inside or out; £395.—Speedsters, Ltd., Horley (Surrey) 628. [4346

J. H. BARTLETT.—Riley 1951 2½-litre saloon, one owner, radio, all new tyres, low mileage, probably the best example of this type of car available.—27, Pembridge Villas, W.11. [C1013

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb guaranteed condition; see panel advertisement under car bargains; see page 104.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R

JACK ROSE, Ltd.—1954 Riley 1½-litre saloon in black and maroon, beige upholstery, most attractive, mileage recorded 12,000, one owner; £815.—Stafford Rd., Wallington, Surrey. Wallington 6977. Burgh Heath 2376. [C3056

1954 (April) Riley 1½-litre saloon, 2-tone grey and black, maroon leather, fitted heater, radio, other extras. Works history, outstandingly attractive; £850.—Organs of Oxford, Banbury Rd. Tel. Oxford 59613/4. [5933

1950 Riley 2½-litre 2-seater roadster, red, fawn leather, an excellent example of this very rare model, £495; also 1950 2½-litre 4-seater drop head coupe, black, red leather, one owner, supplied and serviced by us, unusually good condition; £525; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8985. [W3016/R

CASH immediately for good Riley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

1946-8 2½-litre Riley required; must be immaculate.—Details to: Wilkinson, 8, Collingwood Ave., Blackpool. [5658

YOU will always do better by making personal contact with Mr. Clarke o. Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048

URGENTLY required, 1947-56 Riley 1½-litre saloons. Gibsons Sports Cars (Christchurch), Ltd., Lymdhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3970

CHILTERN CARS wish to purchase really good Imps, Sprites and Lynx.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0238/R

CLARKE & SIMPSON, Ltd., offer service and repair facilities by factory trained mechanics.—73, Cadogan Lane, London, S.W.1. Sloane 4017. [S1048

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082/R

PB Ltd., offer:—

1935 20/25hp semi razor-edged sports saloon with division by Freestone & Webb, 5,500 miles since major chassis overhaul.

1933 20/25hp Hooper sports saloon, beautiful condition and excellent history.

1932 20/25 Rolls-Royce 2-door 4-seater fixed head coupe.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples.

1955 Silver Dawn sports saloon, with coachwork by James Young, finished in 2 shades of metallic bronze, with brown hide upholstery, 13,002 miles; £5,750.

1948 Silver Wraith sports saloon, by Park Ward, finished in black and fitted with blue loose covers, one owner, first registered August; £2,150.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

JACK BOND, offers:—

£795.—Rolls 25, 1935 (May), continental sports sedanca coupe with large boot by Freestone & Webb, one owner, Rolls history, 78,000 miles, radio, heater, complete tool kit, considered the smartest pre-war Rolls on the road, immaculate.

£795.—Rolls P3 1937 close-coupled 2-door sportsman's coupe, believed one titled owner, 58,000 miles, engine just completely overhauled, coachwork immaculate throughout.

£595.—Rolls 25, 1935 low-built sports saloon, engine just overhauled by Rolls specialists, one owner.

£495.—Rolls 25 1934 series close-coupled 2-door sportsman's coupe by Park Ward, coachwork unmarked in primrose and black.

£195.—Rolls 25, 1930 limousine, immaculate original condition.

£145.—Rolls 25, 1930 saloon.

£95.—Rolls 25 engine and complete chassis, fitted late type chrome rad and wheels.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 & 8330. [C4079

ROLLS-ROYCE

JACK ALPE offers limousines.

LIMOUSINE, 25hp 1932 Barker, forward occasionals, complete history available, private, exceptional condition throughout; £375.

LIMOUSINE, 25hp 1935 Thrupp, genuine 25,000 miles, original log book, black, swept, immaculate; £795.

34,000 miles, Thrupp Phantom III limousine, forward occasionals, privately owned, original condition; £670.

SILVER WRAITH 1950 Hooper limousine, forward occasionals, titled owner, full history available, excellent throughout; £3,250.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105

BENTALLS, Ltd.

1937 Rolls-Royce 25/30, black, beige upholstery, complete Rolls-Royce history; £775.—Kingston-on-Thames, Kingston 1001. [C1085

CAR MART, Ltd.

1952 Rolls-Royce Silver Wraith James Young 4-light saloon, radio, heater, passed manufacturer; finished in black and grey with grey upholstery; £3,450.

1938 Rolls-Royce 25/30 Barker 4-light saloon, sliding head; finished in black and green with green upholstery; £725.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

R. F. FUGGLE, Ltd.

1936 30hp Thrupp & Maberly 7-seater limousine, one owner, supplied and maintained by us since new, first-class condition throughout; £715.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1935 (Nov., 1934) 20/25 Hooper sports saloon, black, 2 owners, R.-R. history, maintained by R.-R. expert, exceptional; £545.

1936 (Nov.) 25/30 H.P. Mayfair owner/driver saloon, with large boot, extremely modern lines, black, H.M.V. radio, maintained by R.-R. expert, in first class condition throughout; £765.

CASTELNAU, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

JACQUIER, Ltd., offer:—

1937 series 25/30 James Young saloon, with boot, side occasionals, drop division; £695.

1935 20/25 Windover, owner driver, leather throughout, engine overhauled; £595.

1933 20/25 Thrupp & Maberly 4-door owner driver saloon, with boot, engine recently overhauled; £495.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

RUSSELL MOTORS offer:—

ROLLS-ROYCE Wraith 7-passenger limousine, speedometer reading 49,000 which we believe to be genuine.

1938 Rolls-Royce 25/30 semi-razor edged sports saloon by Thrupp & Maberly, one owner since new.

1934 Rolls-Royce 20/25 (riding control) 4-light saloon by Hooper (with boot), exceptional mechanically; £465.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

METCALFE & MUNDY, Ltd.

ROLLS Ph. III saloon by Barker; the late property of very distinguished personage; most attractive lines, swept tail with built-in trunk, black coachwork with brown leather upholstery; absolutely unmarked, overhauled, disc wheels radio, twin tone horns, sliding roof, 62,584 miles.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

MANN EGERTON & Co., Ltd.

1954 Rolls-Royce Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.

1939 Rolls-Royce Wraith Mulliner 4-door 4-light saloon with electric division, black, 45,000 miles.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2075. [C2006

DUNCAN HAMILTON & Co. offer:—

1951 Rolls-Royce Silver Dawn 4-door owner-driver saloon, finished in midnight blue with beige hide interior, a rare opportunity to acquire one of these small and pretty bodied Rolls; this is a one-owner car of small mileage and is in beautiful order throughout; £2,750.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091

HEARSES? From £1,350. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Richmond 1161. [C1102

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1947 Rolls-Royce Silver Wraith full razor-edge H. J. Mulliner sedanca, low mileage, one owner, most perfect possible condition; £2,575.

1938 Rolls-Royce 25/30 by Freestone & Webb full razor-edge saloon; £935.

1938 Rolls-Royce 25/30 H. J. Mulliner sedanca; £885.

1937 Rolls-Royce 25/30 H. J. Mulliner saloon; £885.

1936 Rolls-Royce 20/25 Gurney Nutting saloon; £685.

1935 Rolls-Royce 20/25 by James Young; £665.

1935 Rolls-Royce Phantom II, wonderful condition; £585.

GUARANTEES, terms, exchanges; distance no object.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E. Bournemouth. Tel. Southbourne 43344. [C4024

ROLLS-ROYCE

ALPE & SAUNDERS, Ltd. 34,424 miles (confirmed), November 1935, 20/25hp swept tail Mann Egerton Limousine with wide face forward occasionals, exceptional condition, one family car with history. £685. See also under Limousines column. Large selection.

A & S. Ltd. (Limousines Purchased), Providence Court, North Audley St. Mayfair 2941. [C1006

1934 Rolls-Royce 20/25 4-light H. J. Mulliner saloon; £365.

1934 Rolls-Royce 20/25 sports saloon by Park Ward; £475.

FARNHAM MOTOR Co., Ltd., Downing St., Farnham, Surrey. Tel. Farnham 6151. [5359

£295.—1953 small owner-driver saloon, one owner.—Adams, Winwick 216. [9324

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley repairers, offer:—

1935 (Nov.) 20/25 Rolls-Royce Hooper T limousine, one owner since new, black, wonderful condition; £485.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

MASCOT MOTORS, Ltd., have a selection of over 20 pre-war Rolls-Royce cars, details of a few given below:—

1938 30hp Barker semi razor edge sports saloon; £895.

1936 30hp A. Mulliner coupe; £675.

1935 25hp Thrupp & Maberly sports saloon; £625.

1935 25hp Park Ward sports saloon; £595.

1935 25hp specially designed streamline body by Barker; £575.

1934 25hp Hooper sports saloon, completely overhauled and repainted in black and maroon; £495.

1933 25hp A. Mulliner sports saloon; £450.

ALL cars guaranteed.

237 Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2.

JACK OLDING & Co. (MOTORS), Ltd., Official Rolls-Royce and Bentley retailers, offer from their selection of passed used cars:—

1954 Rolls-Royce Silver Dawn standard saloon, automatic, bench seat, black, beige hide, one owner; £3,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242. Park 5077. Open to 7 p.m. [C3030

1937 Rolls-Royce Phantom III 7-seater, Hooper body, cocktail cabinet, heater, etc.—110, Battersea Rise, S.W.11. Battersea 0349. [C1096

G & M ALFREDS (1936), Ltd.—1935 Rolls-Royce, owner-driver Vanden Plas swept back saloon —6-7, Warren St., W.1. Euston 3268. [C1005

1934 Rolls-Royce 20/25 Hooper 7-seater limousine, wide face forward occasionals; £250.—J. Allen & Sons, 52, Bridge St., Belper. Tel. Belper 90. [5690

FOR Rolls-Royce saloons and limousines of all models you might enquire of the bargains we can offer.—Claude Burgoyne & Co., St Peters Rd., Hammersmith. Riverside 7644. [4899

1934 Rolls-Royce 20/25 owner-driver 4-door saloon, large boot, very attractive; £495; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

£535!!!—Magnificent 1935 Rolls-Royce 25hp sports saloon with Barker 4-light bodywork, swept tail, interior absolutely magnificent, exterior beautiful, mechanically just as a Rolls should be.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1947 Rolls Replica, fitted with 3-seater sports body, finished in black and ivory, the only one of its kind, must be a gift at £495.—Temple Motor Co., Ltd., 124, George St., Croydon. Tel. Croydon 1525. [5767

1937 Ph. III owner-driver Park Ward sports saloon, post-war razor edge line, radio and heater, excellent condition throughout; £595.—L. F. Ward (Anerley), Ltd., 97, Anerley Rd., Penge. Tel. Sydenham 5155. [5805

£395!!!—1935 Rolls-Royce 20/25hp Windover 7-seater limousine, glass division, face forward occasional seats, Rolls history, magnificent specimen.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

1934 Rolls-Royce 20/25 with foursome drop head coupe de Ville by Thrupp and Maberly, black with grey leather, new lawn hood, complete engine overhaul 1954, fitted heater and screenwashers, very attractive car with up-to-date lines including large boot; £475.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Tel. Southampton 25252. [5741

1939 series Rolls-Royce Phantom III limousine, black, radio, heater, one occasional, in really exceptional condition, owner-driven a Rolls chauffeur maintained, probably the best of this type still available; £1,000.—Gee Cars, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733 or Macaulay 3363. [5941

18800 miles!—1951 Silver Wraith l.h.d. streamlined Park Ward black limousine with boot, electric partition, wide face forward occasionals, rear compartment cloth with tailored loose covers, lavishly equipped, carefully maintained, one owner; present list price £7,943/17; will accept £2,975.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4468. [C3023

1933-4 Rolls-Royce 25hp Park Ward Sportsmans saloon, this car is a full 4/5-seater with really beautiful lines, fitted large rear opening boot with sweeping tail, the interior which is entirely original and unmarked is upholstered in best quality real hide with fawn carpets to match, mechanically this car is in superb condition and we welcome any examination or trial, fitted all nearly new tyres, Ace discs, radio, twin chrome windtone trumpet horns, chrome peeslamp, a most beautiful specimen; £425.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

C

M

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. [0970/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

CASH immediately for good Rolls-Royce.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Andley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

Rolls-Royce Spares and Service

A

SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations. —84-90, Holland Park Ave., Kensington. Park 5077. [S3030

MASCOT MOTORS, Ltd., Rolls-Royce and Bentley Specialists, complete engine overhauls, coachwork repairs.—237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [S3007

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

RUSSELL MOTORS offer:—

1938 Rover 10, excellent condition; £175.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

1940 Rover 10 saloon, black with brown leather upholstery, in excellent condition throughout; £285, deposit £142.

McLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [C3063

1939 Rover 10hp sports saloon; £225.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

1940 Rover 10 saloon, grey, very sound; £268.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 4407, 2643. [C2057

BRUTONS.—1940 Rover 10 saloon, black, unmarked, £100 just spent, taxed; £295; terms, exchanges.—1a, Lexham Gdns. Mews, W.8. Fremantle 9129. [C1104

265gns.—Rover 10 1939 de luxe saloon, sliding head, leather, rebored, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C4018

ROVER 12

£255.—1940 Rover 12 sports saloon, two owners, excellent original condition.—Haverstock Garage, Haverstock Hill, N.W.3 Gulliver 2662. [C2095

225gns.—Rover 12 1938 model de luxe saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

ROVER 14

£395!!!—1947 Rover 14 de luxe saloon, carefully used, beautiful condition, only 2 owners.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

ROVER 16

1947 Rover 16 saloon, guaranteed; £335; payments. —Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1947 Rover 16hp sports saloon, heater, taxed year; £395.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

AZ MOTORS offer 1948 model sports saloon, fitted special P100 lamps, heater, discs, etc., great bargain; £395!!!—Palmerston Rd., N.W.6. Tel. Mal 4723. [C1011

ROVER (60, 75 and 90)

HPG

1949 Rover 75 P3 6-light saloon, authentic 51,000 miles, history known to us, yet whole car just completed thorough check, including engine overhaul, smart grey with unmarked maroon leather, heater, Radiomobile; £500 or fair offer; terms; exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208. Sunday 2031. [C1066

GAVIN FAIRFAX, Ltd.

1955 Rover 90 saloon, black with tan upholstery, 11,000 miles, guaranteed condition; £1,095.

WENTWORTH Service Garage, Virginia Water, Surrey. Tel. Wentworth 3154-5 [C2099

J. DAVY, Ltd., Rover agents.

1955 Rover 90, one owner, H.M.V. radio, ivory; £1,095.

180-4 Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215). [C1069

ZENITH MOTOR Co. offer:—

1955 model (1st registered Nov., 1954) Rover 90 saloon, colour green/green leather interior, total mileage 11,500, one meticulous owner, a superb example of this model; £995.—591, Commercial Rd., London, E.1. Ste. 4285.—12 lines. [5566

H. BEART & Co., Ltd., offer:—

1954 Rover 60 saloon, grey with red upholstery, very carefully maintained by one private owner; £825.

1954 Rover 75 saloon, black with brown upholstery, one owner, in nice condition throughout; £875.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

H. A. SAUNDERS, Ltd., offer:—

1954 90 saloon, black, red upholstery, heater; £975.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PHILIP RICKARDS, Ltd., offer:

1956 (Jan.) Rover 90 saloon with overdrive and all extras; sage green; 2,300 miles only.

1954 Rover 75 saloon, sage green, 20,000 miles; perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

McKINNON MOTORS, Ltd., offer:—

1954 (June) Rover 90 saloon, dark grey upper, light grey lower, grey leather, H.M.V. radio, heater, fog lamp, screen wash, 14,000 miles only, original tyres, one private owner, brand new condition; £975 lowest.

ALSO new 1956 Rover 90 saloon, with overdrive, dove grey, green leather, unregistered; list price ex works, £1,486; immediate delivery ex stock.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1955 Rover 90 saloon, grey/red leather, H.M.V. radio, 8,000 miles, unblemished condition throughout; exceptional opportunity at £1,160.

1954 (series) Rover 75 saloon, black/red leather, 26,000 miles, one owner; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENLYS offer with 4 months' guarantee

1955 Rover 75 saloon, black with red interior; £1,125.

1954 Rover 90 saloon, loose covers, spot lamps, wing mirrors, 2-tone grey with grey interior; £1,025.

1954 Rover 90 saloon, spot lamp, grey with grey interior; £595.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [5947

KDM & CHERRINGTON, Ltd., offer:—

1954 Rover 90, black, green leather, one owner, 10,000 miles; £990.—9, Albemarle St., W.1. Grosvenor 5551. [C2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Rover 75; £795.

1948 Rover 75 saloon; £395.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

COOMBS & SONS (GUILDFORD), Ltd., offer:—

ROVER 90 saloon, black with red hide trim, heater, badge bar, fog lamp, etc., very late 1954, one-owner car, total mileage 9,000 only! The condition is truly superb; £1,065.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

1955 Rover 90, immaculate in every respect; £1,125.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5924

1954 series Rover 75, black/blue, one owner; £945.

1954 series Rover 90, black/red; £985.—Odeon Motors, Ltd., Bar 1144. [C3028

1954 (June) Rover 90 saloon, 2-tone grey, one owner, in superb condition; £975.—Below.

1952 (April) Rover 75, dark green, grey hide, radio and heater, beautifully maintained; £685.—Robbins, East Putney. Tel. 7881. [C3010

1954 Rover 60, low mileage, up to £850 cash.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [5782

1951 Rover 75 saloon, black/red, excellent condition.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1954 Rover 90, one owner, grey with red leather, really immaculate; £975.—Campbell Symonds, Wembley 6262. [C1037

1954 (June) Rover 90 saloon, black, 21,000 miles, immaculate; £950.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

ROVER (60, 75 and 90)

1955 Rover 90 saloon, radio, twin speakers, covers, mirrors, Ace Rimbellishers, only 10,500 miles, Ripco condition; £1,185.

1954 Rover 90 saloon, one owner only, 10,000 miles, immaculate, Ripco condition; £1,025.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3053

ROVER 90 saloon, first registered February, 1954, finished green; fitted with wireless, car is equal to new; £980.—Chitty, Wortham, Suffolk. [5909

1948 Rover 75, black, many extras; £475.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

1953 (November, 1952) Rover 75, black, red leather, radio, immaculate; £750.—Campbell Symonds, Perivale 4456. [C1037/2

1948 Rover 60 P3, a very nice car, fitted heater; £395.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45947/8. [5282

1953 Rover 75, duo grey/red, radio, one owner, excellent condition; £775.—Dobsons, Ltd. (Rover Agents), Staines 801. [C1074

1953 (December, 1952) Rover 75, one owner, black, grey leather, seat covers, guaranteed; £750. —Campbell Symonds, Perivale 4456 [C1037/1

1950 Rover 75, black/red, heater, H.M.V. radio, superb condition, taxed; £595.—Tel. Windsor 128. [5666

1954 (Oct) 90, 14,000 miles, one owner, immaculate; £995.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1954 Rover 90, radio, heater, many other extras, as new condition; £935.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2060

1955 Rover 90, black/red interior, director's car, chauffeur maintained, 10,000 miles, in superb condition; £1,085.—Cleaning Waste, Ltd. Mou. 3412. [5534

1955 Rover 90 saloon, 8,000 miles; £1,165.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027

1954 model Rover 75, black/red, 10,000 miles, one owner, radio, immaculate condition; £895.—Saul & Slater, 44-46, Aldermans Hill, N.13. Fox Lane 1066. [C4002

1948 Rover 75 saloon, radio, heater, screen washers, fully equipped and in beautiful order; £435.—25, Bingham Park Rd., Sheffield. Tel. 62902 or 26474. [5524

1953 Rover 75, black with green interior, one owner from new; £775.—Bells Service Garages, 144 London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1956 Rover 75 saloon, £100 under list price, delivery mileage only, unblemished, £1,275; also 1955 75 saloon, under 7,000 miles, radio, etc., £1,150.

COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36946. [C2103

1954 Rover 90 saloon, low mileage, superb condition, £975; also 1953 75, all extras, exceptional, £825.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

XXX 1955 Rover 75 saloon, dual green with green leather, heater, one-ownership car of really immaculate and sparkling appearance; written guarantee; £1,050.—Below.

XXX 1953 (July) Rover 75 saloon, black with red leather, heater, a really immaculate and quite outstanding one-ownership car; must be seen to be appreciated; written guarantee; £785; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003

1948 Rover 75 4-light saloon, black, maroon leather upholstery, fitted heater, perfectly maintained, comfortable and reliable; £425.—Hillwood Motors, Mill Hill (London) 4232. [5622

£795!!!—1953 Rover 75, but what a beauty! Speedometer records 20,000 but look inside, it's like new, drive it, and it feels as though it's only done 5,000 miles; the finest we have had.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1949 (November) Rover 75 sports saloon, black, excellent condition, guaranteed; £450; terms and exchanges.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1956 (March) Rover 90, black/tan, overdrive, bucket seats, Ace Rimbellishers, seat covers, etc., 7,800 miles, one owner, taxed for year, guaranteed for six months; £1,395.—J. Coxeter & Co., Ltd., Oxford 2275-6. [5796

1954 Rover 75 saloon, black with red leather upholstery, fitted Bedford Ford covers, heater and usual standard equipment, the whole car in immaculate condition.—Hodges, 46, Eagle Wharf Rd., London, N.1. [5717

£1190.—Rover 90 saloon, 1955, one owner, black/red, many extras, spotless condition, 12,000 miles.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe, E., Bournemouth. Tel. Southbourne 43344. [C4024

1953 Rover 75 saloon, black/grey leather, loose covers, twin spot lamps; a very sound car; £795; any inspection invited; 3 months' guarantee.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1949 Rover 75 P111 saloon, black, fitted radio, heater, loose covers, twin mirrors, engine reconditioned, excellent bodywork and tyres; £475.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1952 (June) Rover 75 saloon, blue/blue leather, radio, heater, screen washers, Ace Rimbellishers, works maintained, 7,000 miles since new engine, all bills and records available, one owner, taxed year, in excellent condition; £665.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242/R

1947-9 Riley 2½-litre required by private buyer, no dealers.—Tel. Fitzroy 0513. [5879

1955 Rover 60 or 75, any colour but black, low mileage; 1950-1-2 Rover 75, low mileage.—J. Coxeter & Co., Ltd., Oxford 2275-6. [5799

PRIVATE buyer, cash available; Rover 60, grey, 1954 or 1955.—C. E. Needham, 9, Pendire Crescent, Newquay, Cornwall. [5641

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

GUY SALMON AUTOMOBILES offer:—

1952 Land-Rover, used on roads only; £325.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer:—

1955 model Land-Rover Pick-up de luxe, new tyres, excellent condition; £510.

1954 model Land-Rover, 18,000 miles, heater, rear seats, trafficators, mats, exceptional condition; £465.

1950 model Land-Rover, 16,000 miles, one owner, good condition; £265.

SIX months' guarantee; hire purchase.

COUNTRY enquiries welcome. Representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039

1956 (April) Land-Rover, one owner, not yet run in, as new, taxed, guaranteed six months; £555.—J. Coxeter & Co., Ltd., Oxford 2275-6. [5797

£285.—1952 series Land-Rover, in excellent condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

LAND-ROVER, December, 1950, one owner, new engine, under 10,000 miles, excellent condition; £250. Malcolm Motors, Ltd., The Broadway, Leigh-on-Sea. Tel. 78208 [5575

G & M ALFREDS (1936), Ltd.—1948/49/52/53 Land-Rovers, hard top, power unit, privately used, considerably above average.—6-7, Warren St., W.1. Euston 3268. [C1005

Land-Rover Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0080/R

1947 Rover sports saloon, excellently maintained; £385.—Tel. Imperial 3582, Saturday/Sunday, discuss nearest offer and trial. [5907

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROVER saloon wanted, post-war.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005

WANTED, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units, Girling and Radiomobile agents, Bromley, Kav. 3456. [0968/R

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

Rover Spares and Service

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

DAVID ROSENFIELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

H. C. PAUL, Ltd.

1954 Simca Aronde saloon, grey, excellent condition; £495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [C5040

J. DAVY, Ltd., Simca distributors.

1955 Simca, radio, new condition; £625.

180—4, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

1954 Simca Aronde, heater, cost new £900; £535.

SCOTT CARS, 341-347, Finchley Road, Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Simca Aronde saloon, colour grey, maintained by enthusiastic owner, running perfectly; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008

£630.—1955 (August) Simca Aronde, 10,000 miles, one owner, must sell.—H. H. Jones, King David Hotel, Abergavenny, Mon. [5874

1954 (October) Simca Aronde, low mileage, one owner, immaculate condition; £595.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

MAYFAIR GARAGES, Ltd.—Simca 1954 model Aronde de luxe saloon, black, heater, immaculate condition, guaranteed; £545.—Balderton St., W.1. Mayfair 3104-5. [C3009

1955 (September) Aronde, heater, screen washers, spare unused; £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinerton St., S.W.1. Belgravia 3711. [C3045

1956 Simca Elysee saloon, 2,000 miles, £850; also 1955 Simca saloon, £635; and 1954 Simca, £550; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

ANTHONY CROOK.—1954 Simca Aronde, thoroughly checked over by us, 80 mph, 37 mpg; £575; all new models and spares in stock; French factory trained staff; distributors.—High St., Esher, Surrey. Tel. 4580. [C1063

1956 model Simca Elysee finished in grey, fitted heater and white wall tyres, works maintained. 37mpg. 80mph. 9,000 miles.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Perivale 5651 [0595/R

SINGER

DICKS.

1947 Singer 9hp sports, very fast; £295.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn Maida Vale 6888-9. [C1072

J. DAVY, main dealers.

1956 (Feb.) Hunter de luxe, 2,000 miles; £795.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, green with fawn upholstery, 2,000 miles; £765.

1956 Singer special saloon, grey with red upholstery, heater, 1,000 miles; £725.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

£315!!!—1950 (reg.) Singer 9 sports 4 seater, immaculate and spotless condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1952 Singer SM1500 saloon, finished blue with beige interior, reconditioned engine; £425.

PARKERS (Manchester & Bolton), Ltd., Deansgate, Manchester. Des. 4507. [C3082/1

1955 Singer Hunter Special saloon, blue with blue interior, chauffeur maintained model; £695.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen. 774, Bottomgate, Blackburn 5084. [C3082

1937 Singer 12, running order, offers.—The Stores, Church St., Tempsford, Beds. Tel. Blunham 234. [5656

£375!!!—Singer SM1500 saloon, late 1950, in beige with fawn leather interior, heater, etc., very sound car mechanically.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1949-50 Singer 1500 saloon, black, fawn interior, beautiful condition throughout; £325, consider part exchange.—Worthing 1839. [C4027

365 gns.—Singer 9 1952 model 4AB 2/4-seater sports roadster, i.f.s., glass side-screens, carefully used; terms, exchanges.—Rowland Smith, below.

265 gns.—Singer Super 12 1949 saloon, black, sliding head, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Singer Super 10 1947 de luxe saloon, beige, sliding head, maroon leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 Singer SM1500, immaculate throughout, low mileage, unrepeatable; £550.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1951 series Singer SM1500 saloon, green, heater, new tyres, exceptional; £555.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4452. [C3059

1950 Singer SM, in immaculate condition throughout, unrepeatable at £395.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063/1

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [0754/R

SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701. [0605/R

MANCHESTER, South Lancashire, North Cheshire, specialized sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4057). [0740/R

SPORTS CARS

SLOCOMBES, Ltd.

ALLARD Palm Beach 1953 3-carb. Zepher unit, enthusiast car, £575; Dellow 1951, nice order, £315; XK120 and XK140 (see under "Jaguars"); M.G. TA 1937 model, performs well, £205; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

B. & G. MOTORS offer:—

£219.—M.G. 10hp TA 1938 open sports 2-seater, black, 4 almost new tyres, recent top overhaul.

£170.—Morgan 4-cyl. (Ford 10) 1939 sports 2-seater, red.

£150.—M.G. 12 open sports 4-seater, black and silver.

£140.—M.G. 847cc special 2-seater, red.

£145.—M.G. 8hp J2 sports 2-seater, spotless red, swept wings, specimen car.

£125.—M.G. 8hp sports 2-seater, green, taxed.

£110.—M.G. 8hp J-type sports 4-seater, green.

£105.—M.G. 12 open sports 4-seater, blue.

£105.—B.S.A. Scout open sports 2-seater, black and red.

£80.—M.G. 847cc special 2-seater, red, 17in wheels, slab tank, fold-flat screen, etc.

£75.—M.G. 8hp sports 2-seater, red.

£75.—M.G. 12 open sports 4-seater, black.

£30.—Austin 7 open 4-seater, lovely little car with excellent tyres, etc., to clear.

MANY, many others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

ROWLAND SMITH'S for Sports Cars.

695 gns.—M.G. Midget 1955 TF 1500 2-seater, one owner, small mileage.

495 gns.—M.G. Midget late 1953 TD 2-seater, grey, red leather, p.v.c. hood.

395 gns.—Jowett Jupiter 1952 super sports 2-seater.

365 gns.—Singer 9 1952 4AB sports roadster, i.f.s., glass side-screens.

295 gns.—Lancia Aprilia 1939 foursome sports convertible.

295 gns.—Frazer Nash-B.M.W. 1938 2-litre 328 sports coupe.

295 gns.—A.C. 1937 model 16/80hp sports 4-seater, ivory, red leather, very carefully used.

225 gns.—M.G. Midget 1937 TA 2-seater.

145 gns.—M.G. Magnette 1933 K1 sports 4-seater, manual change, magneto; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HORNET Special, overhauled, engine rebuilt, potent; £80.—Moore, 56, Upper Brook St., W.1. [5880

PERFORMANCE CARS, Ltd., select from their stock of over 150 new and guaranteed used cars:—

AUSTIN-HEALEYS, Armstrong Siddeleys, Bentleys, Jaguars, M.G.s; please see under respective columns.

ALVIS TA saloon, grey, heater, 1947, £395; Alvis 12/70 4-seater tourer, 1938, £195.

ALVIS 12/50 2-seater tourer, 1928, £85; Austin Nippy 7hp 2-seater, 1956, £125.

ASTON MARTIN 2-litre 2/4 seater, 1938, £355; Aston Martin 1½-litre International, 1932, £155.

DAIMLER 15hp Mulliner saloon, 1936, £145; Daimler 19hp sports saloon, black, 1937, £145.

FRAZER NASH Le Mans rep., green, 1951, £895; Fiat Gordini 1,100cc 2-seater, 1937, £275.

FIAT 500 cabriolet, black, 1958, £175; Ford Custom conv., i.h.d., overdrive, 1949, £625.

FORD 10 tourer, black, 1938, £195; Ford Pilot saloon, radio, heater, 1949, £255.

H.R.G. 1500 aerodynamic 2-seater, 1946, £365; H.R.G. 1500 2-seater sports, red, 1936, £275.

HUMBER Super Snipe Tickford coupe, 1950, £375; Healey Tickford saloon, 1951, £655.

LOTUS-FORD 1100cc Mark VI ohv 1954, £545; Lotus-Consul 1500cc Mark VI, 1954, £395.

LAGONDA V12 d.h. coupe, maroon, 1939, £395; Lagonda 2-litre tourer, green, 1931, £195.

LANCIA Aprilia 13.9 engine, 1937, £255; Lancia Aprilia saloon, 12.9 engine, 1938, £195.

MERCEDES-BENZ 500K cabriolet, 1936, £295; Mercedes-Benz 500K saloon, 1935, £225.

MORGAN Plus 4 2-seater coupe, 1952, £445; Morgan 4/4 2-seater, green, 1950, £365.

MORRIS Minor convertible, black, 1951, £385; Morris Minor convertible, red, 1950, £365.

RILEY 2½-litre roadster sports coupe, 1950, £475; Riley 2½-litre sports saloon, 1949, £385.

ROLLS-ROYCE Ph. III razor edge, 1937, £700; Rolls-Royce Ph. II saloon, 1931, £245.

ROVER 14 saloon, grey, 1939, £265; Rover 10 saloon, specimen, 1936, £165.

SINGER Le Mans 2-seater, specimen, 1935, £195; Sunbeam-Talbot 10 d/h coupe, 1939, £215.

TRIUMPH TR2, red, one owner, specimen, 1955, £785; Triumph 1800 Roadster, black, 1946, £355.

VOLKSWAGEN de luxe, silver, 1954; £565; Vauxhall 10 J-type saloon, 1939, £145.

IMMEDIATE hire purchase and insurance; cars and motor cycles taken in part exchange.

OPEN 9 to 7 week-days, 11 to 4.30 Sundays. Illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C5041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

LOCKHART'S Service Depot, Peugeot and Messerschmitt Distributors, Volkswagen and Lambretta Dealers, offer:—

BENTLEY.—100mph Green Label short chassis 3-litre, very original; £265.

FIAT.—1955 (July) 1100 saloon, recently checked by makers; £665.

MESSERSCHMITT.—1955 (Sept.) KR200 de luxe 2/3-seater, 6,000 miles; £299.

MESSERSCHMITT.—1956 KR175, not yet run-in and virtually unused; £269.

PEUGEOT.—1954 (Oct.) 203 saloon, 14,000 miles, extensively modified, 95mph; £645.

RILEY.—1951 2½-litre saloon, many extras, exceptionally well maintained example; £495.

VOLKSWAGEN.—1956 saloon, 1,000 miles only, literally unmarked and as new; £595.

LOCKHART'S Service Depot; terms, exchanges.—Chiltern Rd., Dunstable, Bedfordshire. Tel. Dunstable 114. [5826

ANTHONY CROOK.—Cooper Bristol racing sports, this famous car can compete equally successfully in sports or Grand Prix races; any make of saloon taken in part exchange.—High St., Esher, Surrey. Tel. 4580. [C1063

1955 Morris Minor convertible, blue with red upholstery, Alexander modifications including high compression head, twin carburettors including ratio rear axle, sports car performances with maximum economy; £525.—Henlys, Ltd., West Didsbury, Manchester 20. Didsbury 2267. [5722

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

CASH immediately for good sports cars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R

STANDARD 8

EUROPEAN CARS, Ltd., offer:—

1955 (October) Standard 8 de luxe, 4,000 miles, grey, heater, as new; £535.

129 Old Brompton Rd., S.W.7. Fre. 7722. [5211

ALEXANDER.—Laystall high-power conversions for Standard 8.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1948 model Standard 8 tourer, grey, extras, good condition; £210.—Box 1751. [5846

£235!!!—1946 Standard 8 saloon, choice also open 4-seater, a 1948 saloon and drop head coupe.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

G & M ALFRED'S (1936), Ltd.—1956 Standard 8 saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. [C1005

1954 Standard 8 de luxe, one owner; £420.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1948 Standard 8 saloon, 3 from £235.—Montroe Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1955 (May) Standard 8, black/red interior, 19,000 miles, twin carburettor conversion at cost of £35, one owner, taxed year; £435.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3076. [C1107

1948 Standard 8 sunshine saloon, one owner, magnificent, guaranteed; £220; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1954 Standard 8 de luxe saloon, blue, one owner, immaculate; £445.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1954 Standard 8 saloon, grey, red interior, heater, moderate mileage, taxed till December, guaranteed; £425.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£395.—1954 (July) Standard 8, heater, loose covers, grey, one owner, an extremely attractive car.—Makin & Harrison Motors, Ltd., 490-496, High Rd., Chiskick, W.4. Chiswick 0558. [C3071

1954 Standard 8 grey 4-door saloon, perfect condition, only 7,000 miles, heater, for sale privately; £440; trial and inspection invited.—De Klee, The Old House, Lightwater, Surrey. Bagshot 3258. [5918

1954 Standard 8 saloon, many extras, £395; also 1947 Standard 8 open 4-seater, good, £215; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD 9

STANDARD 9, first registered 1940, one owner, excellent condition; £190.—14, Heath Rise, S.W.15. Putney 1044. [5853

STANDARD 10

CAR MART, Ltd.

1954/55 Standard 10hp saloon, heater; £495.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

NEWNHAMS, Ltd.

1956 Standard Super 10 saloon, low mileage; £575.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

STANDARD 10

KJ MOTORS, Ltd., offer:—

1955 (model) saloon, in green with black top, and fitted heater, fog lamp, seat covers, link mats, Ace Rimbellishers, external sun vizor and other extras, a one-owner car, supplied and maintained by us; £535.

1955 saloon, black with red upholstery, a one-owner car, Rubbasealed when new, supplied and maintained by us, taxed year; £525.—Widmore Rd., Bromley. Rav. 3456. [5802

ALEXANDER.—Laystall high-power conversions for Standard 10.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094

1955 (March) Standard 10 saloon, black, heater, 12,000 miles, taxed; £520.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1956 Standard Super 10 saloon, black, red leather, tubeless tyres, works mileage, one only at special reduction; £625.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

495gns.—Standard 10 1955 saloon, Salvador blue, one owner, exceptional; terms, exchanges; list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

3600 miles!—1955 (July) Standard 10 de luxe, blue, red leather, heater, link mats, tools, taxed December, one owner, car can only be described as new; £565.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

Sports and light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

The Autocar

specializes in small h.p. cars as well as the larger types.

JACK ROSE, Ltd.—1955 Standard 10 duo tone de luxe saloon, most attractive, one owner, low mileage, spare unused; £535.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

1956 Series Standard 10 companion estate car, 4-door, mileage 3,300, cost with extras £750; our price £625; full new car guarantee; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night St. Annes 03280. [C2083

Standard 10 Cars Wanted

ALMOST new Standard 10 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD 12

STANDARD 12 drop head coupe, 1948, 2,000 miles only on new engine, radio, heater, very smart appearance; £275; h.p. terms.—Primrose 6660. [5752

1947 model Standard 12 in new condition throughout, reconditioned engine, brakes relined, perfect bodywork and interior, fitted radio; £245; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night St. Annes 03280. [C2083

STANDARD 14

H. BEART & Co., Ltd.

1948 Standard 14hp saloon, grey, and in well above average condition; £325.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1947 drop head, excellent condition; £250; can be seen London.—Oxshot 94. [5519

£275.—Genuine opportunity 1948 14 saloon.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011

1947 14hp black saloon, first-class condition; £235; terms, exchanges.—Chelsea Cars, 363, Fulham Rd., Chelsea, S.W.10. Flaxman 2661. [C1115

1948 Standard 14 saloon de luxe, black, red leather, new battery, good tyres, exceptionally good condition; £265.—84, Agamemnon Rd., N.W.6. Hampstead 2764. [5682

STANDARD VANGUARD

1952 Vanguard saloon, Comet blue leather, heater, 25,000 miles; £395.—Vig. 4824. [5678

STANDARD VANGUARD

CAR MART, Ltd.

1955 Standard Vanguard saloon, heater; £645.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

CAR MART, Ltd.

1953 Standard Vanguard estate car; £565.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039/1

BOON & PORTER, Ltd.

1953 Vanguard, heater, one owner, 35,000 miles carefully serviced, exceptional; £445.

CASTELNAU, S.W.13 (by Hammersmith Bridge) Riv. 4444. [C1022

ELM AUTOSALES offer:—

1951 Standard Vanguard, Comet blue, heater, one owner, a beautifully maintained car; £395.—28-30, Abbotsbury Rd., Morden. Mitcham 7122. [C2087

KJ MOTORS, Ltd., offer:—

1955 (model) Vanguard Phase II saloon in green with fawn upholstery, fitted heater, seat covers, two fog lamps, Ace Rimbellishers, chrome rubbing strips, a one owner car, supplied by us; £595.

1952 Vanguard, metallic grey with red upholstery fitted heater and fog lamp, a one owner carefully used car; £410.—Widmore Rd., Bromley. Rav 3456. [5804

H. A. SAUNDERS, Ltd., offer:—

1953 Vanguard, black, red upholstery, heater £465.

1954 Vanguard estate car, blue with red upholstery, heater, recorded mileage 11,040; £625

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

GUY SALMON AUTOMOBILES offer:—

1951 Standard Vanguard saloon, excellent condition; £385.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SEYMOUR & CLEMENTS, Ltd., offer:—

1954 Phase II Standard Vanguard, one owner black, radio, heater, covers, unused nearly a year, as new.—38, Watford Way, Hendon Central N.W.4. Hendon 2146. [C4007

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Vanguard Phase II saloon, grey, red upholstery, heater, radio, excellent condition throughout; £485; maximum h.p. [C1001

£455!!!—1953 Standard Vanguard de luxe saloon one owner, virtually like new.

£365!!!—1951 Vanguard de luxe saloon, only two owners, excellent condition and value.

LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1952 Vanguard, blue, heater, one owner, 22,000 miles; £375.—Haskins, Ladbroke 1155. [C3027

1952 (May) Standard Vanguard, grey, loose covers heater, good tyres, excellent condition, one owner, taxed; £395.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Standard Vanguard saloon, heater, good condition throughout; £335.—Hatton Cross Garage, Feltham. 2176. [C2097

VANGUARD Phase III, grey base with red top, very low mileage as new; £850.—Bexhill Motor Co., Ltd. Bexhill-on-Sea Tel 2000. [5147

1954 Standard Vanguard estate car, excellent condition; £595.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1952 Vanguard, recellulosed black, one owner leather, heater, genuine 25,000 miles guaranteed; £425.—Campbell Symonds, Wembley 6262. [C1037

1951 Vanguard, one owner, guaranteed; £375; also 1949, guaranteed; £330; payments.—Oldfield 386, Kensington High St., W.14. Wes. 6631. [C3029

1953 (November) Vanguard estate car, grey/red heater, one owner, excellent condition; £495 —Salmons Garages, Ltd., Temple Bar 3338. [C4029

1954 (October) Vanguard diesel saloon, black overdrive, heater; £750.—Thomas, Golder Valley, Staverton, Glos. Tel. Churchdown 2386. [5891

VANGUARD saloon, 1952, in really good condition overdrive, heater, radio, etc., private sale but h.p. available; £455 or offer.—Tel. Greenwich 1470. [5655

1949 Vanguard saloon, 32,000 miles, exceptional one owner; £350.—Salmons Garages, Ltd Temple Bar 3338. [C4029

1951 Vanguard, Comet blue, leather, heater original; £365.—Harrison, Four Seasons Garage, 601/609, King's Rd., S.W.6. Renown 4492. [C3059

GENUINE 21,000 miles, 1952 Vanguard, fitted radio heater, one owner, really superb condition; £435!!! —A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011

1949 (December) Vanguard, black, red leather, radio, etc., immaculate; £335.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2089

VANGUARD, black, red leather, heater, wheel trim, wing mirrors, new battery, good condition, taxed; £295.—84, Agamemnon Rd., N.W.6. Hampstead 2764. [5686

1952 Vanguard de luxe saloon, two-tone blue, new engine 1,500 miles only; £365; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 (November) Vanguard estate car, bottle green, in immaculate condition; £475; terms and exchanges.—Tel. Hadleigh 57157.—D. M. Rough Autos, 283, Kiln Rd., Thundersley. [5954

£325.—Vanguard 1949, exceptionally good bodywork, carefully serviced, choice 3; many others.—Benmotors, 1, Clarendon Rd., W.11 (50 yds Holland Park Tube). Park 5066-7. [C1017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

565 gns.—Standard Vanguard 1955 model Phase II saloon, leather, screen washers, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard Vanguard, December 1952, saloon, leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 (June) Vanguard Estate car, Elfin Green heater, radio, leather, 20,000 miles, new tyres, one owner, and in excellent condition throughout; £650.—H. & L. Motors, Stroud, Glos. Tel. 1273/4. [5564

STANDARD Vanguard Phase II, one owner, fitted H.M.V. radio, heater, Ace Rimbellishers, wing mirrors, taxed for year, blue, red upholstery, well maintained; £485.—Cecil Pohnam, 138, Fore St., Hertford. [5945

1954 Standard Vanguard, Phase II, one owner, green and black, with green upholstery, whole car in first-class condition; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

CASH immediately for good Standard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BAKERS MOTORS (LONDON), Ltd. (Tel. Balham 666), for Standard spares; sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [0386/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0050/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—514, Regents Park Rd., Church End, Finchley Finchley 5908-9. [0002/R

STUDEBAKER

1955 Studebaker champion Farina styled 5-str. coupe, as new, terms, exchanges.—45, Shirehall Park, N.W.4. Hendon 1648. [5729

1954 Studebaker Commander de luxe saloon, ohv V8 engine, right-hand drive, fitted radio, heater, overdrive, hillholder, etc., 17,000 miles, finished light grey with grey interior, superb car; £1,250.—W. PHILLIPS & SON (MOTORS), Ltd., 13/15, Albion St., Lower Mosley St., Manchester, 1. Tel. Central 7577. [5823

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Studebaker buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691; 3903. [W4015

Studebaker Spares and Service

EXCHANGE engines and overdrive gear boxes, including hydramatic on post-war vehicles; technical service available.—ALLIANCE AUTO Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R

SUNBEAM

H. C. PAUL.

1955 Sunbeam Mark III saloon, 8,000 miles, overdrive, heater, radio, loose covers, and many extras; £1,095.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon, rose beige, red upholstery, radio and heater., 11,000 miles; £1,095.

1955 Sunbeam Mark III overdrive saloon, rose beige and maroon with beige upholstery, radio and heater, 7,000 miles, £1,145; also in black or grey, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1955-6 Sunbeam Mark III saloon, 5,000 miles only, fitted radio, heater and overdrive, grey/red interior, quite as new; £1,135.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WESSEX MOTORS, New St., Salisbury.

1955 model Sunbeam Mark III saloon, green with green upholstery, one owner, turbo discs, unmarked throughout, 4 months' guarantee.—Tel. Mr. Gray, Salisbury 3275. [C4067

6700 miles!—1955 (July) Sunbeam Mk. III saloon, island mist, red leather, radio, heater, overdrive, badge bar, an absolutely genuine car; £1,025.—R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

SUNBEAM

ROOTES

HAVE available a range of Sunbeam cars of very low mileage.—DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1955 Sunbeam Mk. III saloon, green/green upholstery, radio, heater, overdrive, twin spots, badge bar, low mileage, as new; £1,085.—282, Kensington High St., W.14. Western 0207. [5959

Sunbeam Cars Wanted

ALMOST new Sunbeam required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, alpine mist, red upholstery, 15,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 Alpine, red with beige upholstery, 12,000 miles radio, heater, badge bar, twin spots; £845.—282 Kensington High St., W.14. Western 0207. [5957

SUNBEAM Alpine 1955, excellent condition, 3,000 miles only, fitted with overdrive, wireless, heater, etc.; £975.

ARTHUR WOOD & SON (MOTORS), Townend Garage, Walsall 5674. [5184

Sunbeam Alpine Cars Wanted

SUNBEAM Alpine, left-hand drive, 1953-4, low mileage and accident free, required immediately.—Box 1747. [5887

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon, alpine mist with red upholstery, radio and heater, 17,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES offer:—

1954 Sunbeam-Talbot Mark IIA, finished in 2-tone claret and dove grey, fitted many extras including radio, heater and Servais exhaust system; outstanding example of this model; £825.—104, High Rd., Chiswick 2725/5870. [C1014

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 series Sunbeam-Talbot in grey with red upholstery, radio, twin speaker installation; £725.—282, Kensington High St., W.14. Western 0207. [5958

MARK II Sunbeam-Talbot saloon, supplied and maintained by us since new, mileage 27,000; £560.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

1948 Sunbeam-Talbot 10hp sports saloon, excellent condition; £345; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [5928

1951 convertible, green with red, almost new tyres; £465.—L. F. Ward, Ltd., Grange Rd. Garage, Thornton Heath. Tel. Tho. 5646. [C4043

£429.—Special offer 1951 S/Talbot convertible, smart, sound car, trials welcomed.—Traynor Motors of East Ham. Grangewood 2530/5834. [C4032

1951 Sunbeam-Talbot 90 saloon, radio, heater, excellent condition; £525.—J. Rawson & Sons, Mount Pleasant, Tunbridge Wells. Tel. 3494. [5906

1954 Sunbeam-Talbot Mk. IIa saloon, black, many extras, one owner, 20,000 miles; £795.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063

1952 Sunbeam-Talbot drop head coupe, radio, heater, tartan covers, green, exceptional condition; £565.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1948 Sunbeam-Talbot open sports 4-seater, one of the prettiest small sports cars available; £325; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£295.—Beautiful Sunbeam-Talbot, '47/'48 2-litre 4-seater sports, one careful owner, reconditioned engine, chassis last 20,000 miles tuned 30mpg at 60mph, many extras.—Tel. Bayswater 7810. [5664

£585!!!—1952 Sunbeam-Talbot 90 Mark II de luxe saloon, although speedometer records 20,000 this vehicle positively looks and runs like small mileage 1955 model; if you try it yourself you will buy it.—LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 Sunbeam-Talbot saloon, one owner, genuine 10,000 miles only, radio, heater, etc.; immaculate condition; £845.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

1954 (March) Sunbeam-Talbot Mark IIA saloon, black, red leather, radio, heater, etc., one owner; £795.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [5695

£475.—1950 Sunbeam-Talbot 80 sports saloon, satin bronze, red leather, fitted loose covers, Ace Rimbellishers, heater, overriders, brand new engine just fitted 200 miles only, beautiful condition all round.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

1954 II A saloon, modified to 1955 specification, radio and heater, windscreen washers, 17,000 miles, duo tone grey, never used in competition, direct gear change; a very beautiful car in motor show condition; £845; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [5747

495 gns.—Sunbeam-Talbot 90 1952 model Mark II sports saloon, satin bronze, sliding head, red leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Sunbeam-Talbot required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, 1950-56 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3969

CASH for your Sunbeam-Talbots, any condition accepted; we settle h.p. or take in part exchange.—Lambs of Wood Green, 421, High Rd., N.12. Finchley 6222.

SWALLOW DORETTI

CHIPSTEAD MOTORS, Ltd., offer:—

1955, one owner, negligible mileage, B.r.g., specimen; £795.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

TALBOT

105 Talbot special sports tourer, supercharged, lovely condition; £300.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

1935 Talbot 65 saloon, good condition, crankshaft reground 500 miles ago; £110 or offers.—Box 1681. [5630

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R

TRIUMPH

DICKS.

1947 Triumph 1800 saloon, just recellulosed; £325.—DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

SLOCOMBES.

1949 Triumph 2,000 Roadster, B.R.G., fine mechanical order, new Vyanide hood; £395; guaranteed; terms, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869 [C4017

L. F. DOVE offer:—

1954 Triumph TR2, colour ice blue, genuine 7,000 miles, with overdrive and luggage racks; £735.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

B. J. HUNTER, Ltd., offer::—

1951 Triumph Mayflower drop head foursome coupe, very rare and unusual car; £450.

1949 Triumph 2000 Roadster, very fine and original car; £450.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS, Ltd., offer:—

1953 Renown, black, beige upholstery, overdrive, radio, heater, etc., recorded mileage 4,220; £695.—H. A. SAUNDERS, Ltd., 836/842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

CLUBMAN AUTOS, Ltd., offer:—

1949 2000 Roadster, black with red leather, works reconditioned engine, extensive overhaul, p.v.c. hood, very fine example; £435.—138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

CHIPSTEAD MOTORS, Ltd., offer:—

TR2, selection of various models coming into stock; enquiries invited.—CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046/1

1950 Triumph Renown, maroon, heater, two owners; £385.

1951 (Dec.) Triumph Renown saloon, grey, one owner, heater; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1948 Triumph Roadster, black, radio, heater, etc.; £415.

1951 Triumph Renown, black, excellent condition throughout, heater, unmarked; £475.—THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C5099

1947 Triumph 1800 Roadster, recellulosed grey; £385.

1947 Triumph 1800 Roadster, black; £385.—Montrose Motors, 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

AZ MOTORS offer 1950 Renown, beautifully maintained vehicle; £395.—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1947 Triumph 1800 Roadster, ivory, owner maintained, excellent condition; £380.—Grimsdyke 1189 evenings. [5663

1953 Mayflower, green, heater, only 24,000 miles, guaranteed; £475.—Campbell Symonds, Wembley 6262 [C1037

MAYFLOWER, July, 1951, blue, 29,000 miles; £400; radio, heater, excellent condition throughout.—Tel. Hatch End 2177. [5528

1954 TR2, 9,000 miles, heater, leather, immaculate; £685.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

TR2, 1954 (October), 15,000 miles, exceptional; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1948 Triumph Roadster 1800, one previous owner, overhauled, radio, extras, good; £385.—Lait, 40, Broadwater Avenue, Letchworth. [5637

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

BRAND new, unregistered, TR2, red/fawn. pre-Budget price; £886; one only.—Loxhams, Whitegate Drive, Blackpool. Tel. Marton 754. [5586

1937 1800 Triumph Roadster, recent engine reconditioning; £365.—Kirkdale Cars, Kirkdale, Sydenham. Sydenham 6129. [C2068

1955 series TR2 BR6, 11,000 miles, one owner, perfect specimen; £725.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085

1946 Triumph 1800 Roadster, grey, good condition, radio, heater, etc.; £375 o.n.o.—Locke, 337, South Lane, New Malden, Surrey. Mal. 3822. [5596

£425!!!—1952 Triumph Mayflower de luxe saloon, speedometer records 21,000, completely spotless throughout; choice also 1951 and 1953 models.

£475!!!—1952 Triumph Renown saloon de luxe, one owner, speedometer records 19,000; beautiful throughout.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. [C2052

1949 Triumph 2000, black-beige, reasonable car; offered at £345; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2001

1953 Triumph Mayflower, black with red upholstery, one owner, excellent condition; £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

£389.—1949-50 Triumph Roadster drop head foursome, super condition; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yds Clapham South Tube). Bat. 1107. [C2024

1949 (Oct.) 2,000 Roadster, champagne, reconditioned engine and steering, overdrive; £410; would exchange for smaller car.—Tudor 1404 evenings or Box 1700. [5778

£398.—Triumph 2000 razor edge 1950-1, magnificent example, spotless cond., unrepeatable; many others.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

1950 (August) Triumph 2000 Renown saloon, black, biege upholstery, heater, new tyres, taxed; £365.—F. C. Jackson (Motors & Tractors), Ltd., Coningsby, Lincoln. Tel. 324/5. [5785

TRIUMPH 2000 Roadster, mid-1949, black, green leather, excellent condition; 53,000 miles, muff, hood and seat covers, 3/5-seater; £415, o.n.o.—Kingshotte, Steepholme, Coril Head, Braunton, Devon. [5648

£445!!—1951 model Renown saloon, black, beige hide interior, heater, only 30,000 miles, in wonderful unmarked condition.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9209. [C1113

1954 TR2, white, works new engine 24,000, total now 26,000, Laystall polished head, new 10in drums, ex. tyres, heater, washer, spot, etc., not raced or rallied; £635.—Tel after 7 p.m., Bowes Park 1868. [5950

1952 Triumph Renown saloon, black, brown leather, very low mileage, most attractive; £475.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195; and 13-14, Castle Parade, Ewell 2393. [C1054

TR2 1954, green with red, overdrive, tonneau, heater, and many extras, new Michelin X tyres, competition suspension; £635.—Holland-Martin, 21, Upper Mall, London, W.6. Tel. Riverside 5139. [5834

395gns.—Triumph 1800 late 1948 Roadster coupe, gunmetal, blue leather, heater, new hood, carefully used; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Triumph 1800 Roadster, many extras, including radio, new hood, smart, fast, £335; also 1949 Triumph 2000 Roadster, original, £435.—Harrison, Four Seasons Garage, 601/609, Kings Rd., S.W.6. Renown 4432. [C3059

1947 Triumph 1800 Roadster coupe, grey, blue leather, in outstanding condition and definitely one of the finest examples of this popular model ever offered; £385; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1955 (June) TR2, pearl white, blue trim, fitted heater, 3-speed overdrive, twin fog and spot lights, lamp masks, occasional removable rear seat, Ace Rimbellishers, screen washers, Ocelot seat covers, undersealed, special front radiator grill, taxed year, 9,500 miles, owner very experienced driver, beautifully maintained, a superb example of this famous model; £825; part exchanges, deferred terms.—Pembury Car Sales, Hastings Rd., Pembury. Tel. Pembury 394. [5781

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

TR2 wanted for cash.—35, Kinnerton St., S.W.1. —Belgravia 3711. [W3045

ABOUT £600 for immaculate, unraced TR2, cash.—46, Station Rd., Birmingham, 27. [5660

TRIUMPH TR2-3 wanted, low mileage.—Humming Bird Garage, Watford Rd., St. Albans. Tel. 2050. [5707

PRIVATE buyer requires 1954-55 TR2.—South View House, Hobberley Lane, Shadwell, Leeds 664644. [5848

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

ALMOST new Triumph required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3885. [W3016/R

TR2 wanted, 1955, must be in tip-top condition, ivory-red interior preferred.—Ring Ent. 4821 evenings; private. [5632

CASH immediately for good Triumph.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL FOY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

J. DAVY, Ltd.

1955 A40 Countryman, 7,000 miles; £595.

1956 Ford Squire, 3,900 miles; £630.

1955 Hillman Husky, heater; £520.

1953 Hillman Minx estate car; £525.

1955 Morris Oxford traveller; £735.

1955 Morris Minor traveller, 1,300 miles, many extras; £685.

1956 (May) Morris Minor traveller de luxe; £730.

1956 (February) Ford Scwt Thames, 3,600 miles; £399.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kni. 4215). [C1069

AUSTIN A30 Countryman, pre-increase price, colour green, new; £593/17.

HILLMAN Husky estate car, colour beige, new; £623/17.

STANDARD 10 Good Companion estate car, 4-door roomy bodywork, new; £728/17.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008

AUSTIN 1955 A30 Countryman, taxed, low mileage, one owner; £510.—Sloane 7219. [5716

£355!!!—1951 Austin A40 utility, proper fold-flat seats, genuine vehicle, in beautiful condition.

£275!!!—1949 Morris 12hp utility van, in beautiful condition, recently overhauled.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley Finchley 6222. [C2052

BUNTINGS MOTOR EXCHANGE for Utilities, all makes Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel 6225-6. [0621/R

1955 Dormobile, Undersealed, only 3,800 miles, immaculate, pale grey; £600.—Bennett, Bedgebury, High Halden, Kent. [5875

THE original 1954 Dormobile, perfect condition, 17,000 miles, adjustable seating; £525 o.n.o.—Tel. Bri. 4436. [5916

1955 Bedford Dormobile, two-tone green, heater, special fibre-glass roof, one owner, low mileage, cost over £800 new, £545.—Hillwood Motors, Mill Hill (London) 4232. [5620

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

BEDFORD Utility, ivory/red, absolutely new and unregistered, no purchase tax; £585.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

545gns.—Hillman Minx September 1954 Phase VII Estate car, golden sand, heater, one owner, small mileage; terms, exchanges.—Rowland Smith, below:—

495gns.—Austin A30 1955 Countryman Estate car, Windsor grey, one owner, exceptional; terms, exchanges.—Rowland Smith, below:—

245gns.—Hillman Minx September 1947 4-door Estate car, grey, fold-flush rear seating, one owner, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£575!!—1952 (1953 model) Vanguard estate car, one owner, heater, only 25,000 miles and beautifully maintained.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

G&M ALFREDS (1936), Ltd.—1955 Austin Estate car; 1954 Morris Oxford Traveller's, this car is in as new condition throughout, one private owner.—6-7, Warren St., W.1. Euston 3268. [C1005

AUSTIN Sheerline estate car 1951, cost £3,250; attractive coachbuilt timber body on long chassis, 30,000 miles; bargain, £665.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

A40 1952 Utility, one owner, two-tone grey and black, fold down back seats, extremely attractive, good condition; £415; terms, exchanges; written guarantee.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

AZ MOTORS offer utility bargains.—1953 Vanguard estate car, £450; 1948 Bedford, spotless, £240! 1947 (regd.) Minx, £145! also 1948 (regd.) Snipe 4-door Utility, bargain offer, £79!!! also 1947 Austin 10 Martin Walter Utilicon, £195.—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

1956 (January) Bedford Dormobile, almond colour, under 2,000 miles, taxed until end of year, absolutely as new, extras include heater, Undersealing, front and rear bumpers and overriders, roof lining, low entrance steps, flashing signals, Windtone horn, 2 windscreen wipers, windscreen washers, sun visors, chrome hub caps; total price to-day with these extras is £970; offered at £825.—John Paine, Hook House, Brenzett, Romney Marsh, Kent. Tel. Brookland 262. [5921

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

Utility Cars Wanted

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 2276-7. [0572/R

VAUXHALL 10

1947 Vauxhall 10 saloon, black, very good example of this economical car; £295.

VARE MOTORS, 472, Archways Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1947 (Aug.) Vauxhall 10 saloon, black, brown, sun roof, excellent condition, one owner, taxed; £325.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel Maidenhead 3431-2. [C3011

VAUXHALL 10 (December, 1946), very good condition and well maintained throughout; £300.—Howes, North End, Bassingbourn, Cambs. [5412

VAUXHALL 14

1946 Vauxhall 14hp, J type; £220; new r/shocks springs, h/spicers, clutch plate, distributor fitted, rec/engine, 14,000 miles, very good car; must sell, need the lolly.—Pinner 5548 after 6.30 p.m. [5595

VAUXHALL WYVERN

NEWNHAMS, Ltd.

1956 Vauxhall Wyvern saloon, immaculate; £675.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

AZ MOTORS offer 1950 Wyvern, nice condition; £395.—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011

WYVERN 1950; £75; front offside collision.—Bough & Williams, Goldspink Lane, Newcastle. Tyne 21431. [5535

£545!!!—Wyvern saloon, 1954, model, with heater, windscreen washers and tailored loose seat covers, locally owned car, history available.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035

1951 Wyvern E.I.X. saloon, heater, guaranteed; £425; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

£650.—1955 Wyvern saloon, black, heater, one owner; 7,000 miles only, literally unmarked.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/9309. [C1113

365gns.—Vauxhall Wyvern (September, 1949) saloon, leather, radio, heater, unmarked choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL VELOX

CAR MART, Ltd.

1954 Vauxhall Velox saloon, heater; £550.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1035

COACHCRAFT offer:—

£435.—1953 Velox, heater, rim embellishers, low mileage, new tyres, excellent mechanical order; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1052

WARWICK WRIGHT, Ltd., offer:—

1954 Vauxhall Velox saloon, blue, grey upholstery, heater, 19,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1956 (March) Vauxhall Velox saloon, heater licenced to December 31st, 800 miles only cost new £875; offered at £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4002

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1951 Vauxhall Velox, black, one owner, excel performance and economical; £425.

FELL Rd., Croydon. Tel. Croydon 7464. [C1099

1954 Velox, grey, heater, fog lamp, truly excellent condition; £530.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4006

1954 Velox, grey, one owner, heater, guaranteed; £575.—Campbell Symonds, Wembley 6262. [C1037/1

1953 Vauxhall Velox saloon, green, 18,000 miles, radio, heater, covers, exceptional; £525.—Salmons Garages, Ltd., Temple Bar 3338. [C4025

1953 Vauxhall Velox, gunmetal grey, one owner; £485 for quick sale.—Tel. Burton-on-Trent 2128. [5584

1956 Velox, black, heater, only 2,000 miles, guaranteed as new; £775.—Campbell Symonds, Wembley 6262. [C1037/2

VELOX '55, one owner, black, heater, underseal, covers, etc., any test; £575 or offer.—595, Garratt Lane, S.W.18. Wim. 6822. [5862

!!! 1952 Vauxhall Velox, square engine, one owner, faultless; £450.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2096

1954 model (December '53) Velox saloon, grey with grey and red interior, 16,000 miles, excellent condition; £595; below.

1954 Velox saloon, black, red interior, radio, heater, fog lamp, etc., one owner; £575; below.

1951 L-type Velox, black, red interior, heater, new engine just fitted, excellent condition; £435.—Robbins, East Putney. Tel. 7881. [C3010

£369.—1950-1 Velox, radio, heater, etc.; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yds. Clapham South Tube.) Bat. 1107. [C2024

£675!!—1955 Velox saloon, black, red interior, heater, one owner, very low mileage, unmarked.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100

1953 Velox saloons, choice of 2 one-owner cars finished green and blue, both fitted heater and other accessories; £495.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5801

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1956 Velox, black, red upholstery, heater, radio, washers, under 5,000 miles, carefully run-in, cost nearly £900; offered at £795.—Key, Barn Cottage, Church St., Willingdon, Sussex. Hampden Park 810. [5890

1952 Velox, radio, heater, new engine, burglar alarm, one owner, remarkably well kept; £475!!!.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

PRIDE & CLARKE, Ltd.—1955 Vauxhall Velox saloon, heater, extras, £689; 1954, heater, £499; 1953, heater, £469; 1951, heater, £369.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

VAUXHALL Velox 1954, May, 17,000 miles, blue, one owner, agent maintained from new, radio, heater, covers, wing mirrors, immaculate condition; £615 o.n.o. —Bristol 625986. [5543

£365—Velox, 1950, exceptional body and interior condition, faultless mechanically; many others; we welcome A.A. or R.A.C. exams.; money-back exchanges; h.p., etc.—Benmotors, 1, Clarendon Rd., W.11. Park 5066/7 (50 yds. Holland Park Tube). [C1017

VAUXHALL CRESTA

H. A. SAUNDERS, Ltd., offer:—

1955 Cresta, black, brown and white upholstery, heater; £765.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

VAUXHALL Cresta saloon (May, 1956), maroon/grey, works mileage; only £895.

VAUXHALL Cresta saloon (Jan., 1956), blue/black; £875.—Stratstone,, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1955 Vauxhall Cresta, 14,000 miles, immaculate throughout; £695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1956 Cresta, s/s and maroon, grey nylon, radio, etc., 5,000, cost £979; sell £865.—190, West Hill, Putney 3137. [5836

1955 model Vauxhall Cresta, kingfisher blue, 4,000 miles only, as brand new, 6 months' guarantee; £745.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1955 Cresta, first reg. Nov., 1954, in dual-tone ivory and blue, with leather upholstery, fitted reversing lights, screenclean and wing mirrors, low mileage car, in immaculate condition; £725.—K. J. Motors, Ltd., Bromley. Rav. 3456. [5800

VAUXHALL Cresta, black and blue haze, leather upholstery, fitted radio, wing mirrors, anti-glare mirror, exhaust deflector, under-bonnet lamp, petrol cap lock, pair of fog lamps, reversing lights, plastic interior mats and under sealed, prepared and licensed for overseas purchaser now unable to take delivery through currency restrictions; for sale at list price, plus extras.

BUTCHERS GARAGE, Kettering Rd., Northampton. Tel. 2439. [5763

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0117/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1954 Vauxhall Velox, grey, grey upholstery, heater, mechanically sound; £565.

1954 Vauxhall Velox, green, green upholstery, radio, heater and spotlight; £575.

1954 Vauxhall Wyvern, black, brown interior, in excellent condition; £545.

1946 Vauxhall 10, black, brown upholstery, tyres excellent, mechanically sound; £265.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

GRAHAM BROTHERS "Autorama" for quality-tested" used Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stretford (Trafford 3511). [0283/R

Vauxhall Miscellaneous Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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SHAW & KILBURN Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

CASH immediately for good Vauxhall.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605-6. [0964/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford, maximum discounts fleet owners and trade at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1675, buy and sell pre-1915. [C4070

Veteran Cars Wanted

VETERAN car, Ford preferred, 1914 or earlier.—E. Tucker, Bloomfield Lodge, Taunton. [5937

VINTAGE CARS

1928 Hillman 12.8hp saloon, in quite exceptional original condition, roomy, reliable; £75.—1, Oak Terrace, Harrogate 3905. [5868

MORRIS Oxford, 1927, completely restored engine, interior, paintwork as new; owner going abroad; £40.—D. M. Parnell, Clarkes Thorne, Cullompton, Devon. [5679

MODEL T 1918 Ford mode! T, original farmer's sedan body, new tyres, good condition and running order; £200.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

VOLKSWAGEN

H.P.G.

1955 (July) Volkswagen de luxe, one owner, 5,100 miles, service book intact, Texas brown and like new throughout, to-day's cost £740, great value at £630; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7206. Sunday 2031. [C1096

B. J. HUNTER, Ltd., offer:—

1954 Volkswagen saloon de luxe, most superior condition, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1954 Volkswagen (1,192cc) de luxe saloon, brown, loose covers, 13,000 miles; £585.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

THE VOLKSWAGEN CENTRE offer:—

1956 P. silver, 6,000 mls., extras, taxed year; £695.

1956 P. silver, 3,500 mls., taxed qtr.; £680.

1956 S. silver, taxed, qtr.; £685.

1954 pillar box red, l.h.d., one owner, immac. cond., taxed qtr.; £545.

1953 black, taxed year; £495.

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361, the original distributors. [0373/R

CHIPSTEAD MOTORS, Ltd., offer:—

1956 de luxe, radio, heater, windscreen washers, seat covers, dual pass lamps, Undersealed, cost approximately £870; our price £745.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WOKING MOTORS, Mercedes distributors.

1955 Volkswagen saloon de luxe, 15,000 miles, as new; £650.

1954 Volkswagen saloon de luxe, with Wessex conversion costing £110, radio, 23,000 miles, as new; £595.—Maybury Hill, Woking 4277-8. [C4057

WILLIAM WINDEBANK—Quality Cars, offer:—

1955 Volkswagen de luxe saloon, 9,000 miles, one owner, immaculate; £595.

454—456, London Rd., North Cheam, Surrey. Tel. Fairlands 6283. [5795

RICHARDS & CARR, Ltd., are always best value.

1955 (June) de luxe saloon, one owner, 14,700 miles, full service record; £575.

1954 (May) de luxe saloon, strato silver; £525.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

S & S. MOTORS.—1954 de luxe, sunshine roof, one owner; £575.—Bay. 1644. [C4090

EUROPEAN CARS, Ltd., Volkswagen distributors, offer:—

1955 (May) Volkswagen de luxe sun roof saloon, black, 8,000 miles, excellent condition; £665.

1955 (April) de luxe fixed head saloon, black, 9,000 miles, exceptional condition; £640.

129 Old Brompton Rd., S.W.7. Fre. 7722. [5642

1954 de luxe saloon, one owner, centre instrument panel, exceptional condition; £570.

1956 de luxe saloon, small mileage, guaranteed; £695.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1080

V & F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and repair of Volkswagen cars:

V & F MONACO MOTORS.—1954 de luxe sun roof saloon, silver blue, one owner, 13,000 miles; £625.

V & F MONACO MOTORS.—1954 de luxe sun roof saloon, beige, H.M.V. radio, 21,000 miles; £595.

V & F MONACO MOTORS.—1954 de luxe saloon, bronze, 15,000 miles, H.M.V. radio; £585.

V & F MONACO MOTORS.—1953 de luxe sun roof saloon, blue, immaculate, one owner; £535.

V & F MONACO MOTORS.—1953 de luxe saloon, beige, extras, taxed to end of year; £515.

V & F MONACO MOTORS.—1947 Standard saloon, black, L.H.D. reconditioned engine; £295.

V & F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0642/R

VOLKSWAGEN

1950 Volkswagen de luxe, meticulously maintained, two-tone green, l.h.d., any extras; £350 o.n.o.—Box 1831. [5549

1953 Volkswagen de luxe saloon, leather, heater, 20,000; £485.—Kirkwood Cars, 78, Streatham Hill, Tulse Hill 1288. [C2037

1956 Volkswagen de luxe, mileage 475; unrepeatable bargain at £695.—Smith's Motors, Dovercourt. Tel. Harwich 701. [5565

1955 (May) Volkswagen de luxe, 11,000 miles, as new; £625.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 35mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R

1956 series (twin exhaust) de luxe Volkswagen saloon, black, one owner, total mileage 3,000, Michelin X tyres, as new, unmarked, licensed December; £650, lowest.—Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

ANTHONY CROOK.—1955 (July), one owner, who has had every conceivable extra and modification fitted, including full Willys conversion for high speed (over 90mph claimed), rev counter, parcel tray, radio, special Marchal headlamps, foglamps, spotlights, reversing light, spare petrol tank, special tool container, Michelin X tyres.—High St., Esher, Surrey. Tel. 4580. [C1065

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REPAIRS (supervision Mr. Tarrant, diploma VW works); TF express twin carburettor installation giving astonishing acceleration, £38 (trade discount); seat covers, £5; exterior sun vizor, £4/15; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [84100

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EUSTACE WATKINS, Ltd., the sole London distributor.

8000 miles.—1955 Wolseley 4/44 saloon, black, one owner, beautiful condition; £775.

ALSO offer another 1955, grey; 1954, maroon.

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BOON & PORTER, Ltd.

1955 6/90 saloon, grey, Undersealed, 10,000 miles, unscratched; £925.

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H. BEART & Co., Ltd., offer:—

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1955 Wolseley 4/44 saloon, carefully maintained by us since new, in excellent condition throughout, and offered with B.M.C. warranty; £765.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

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1956 Wolseley 4/44 saloon heater, screenwashers, fog lamp, as new.—Tel. Mr Fairclough, Salisbury 3275. [C4087/1

WESSEX MOTORS, Bridge St., Andover.

1955 Wolseley 6/90 saloon, black with red leather, 4,000 miles only, a superb one owner car.—Tel. Mr. Morrison, Andover 2326. [C4087

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1956 Wolseley 6/90 saloon, green, works mileage only; £1,126.—JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1951 Wolseley 4/50, in exceptional condition throughout; £415.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Wolseley 6/80 saloon, green with green interior, radio, heater and extras; £525.—PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3082

£295!!!—1947 Wolseley 14 de luxe saloon, beautiful condition, choice 2, also Wolseley 18 from £375.—LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348 [0083/R

1954 (July) Wolseley 6/80, one owner, 18,000 miles only; £525.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [5759

1956 series Wolseley 4/44 saloon, 6,000 miles, new condition; exchanges etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 12 Wolseley 4-door saloon, radio, sliding roof, taxed, quick sale; £255.—5, Stirling Rd., S.W.9. Brixton 7146. [5843

4/44 saloon, new, at old price of £893/17.—Moss & Lawson, Ltd., 1076-1086, London Rd., Thornton Heath, Croydon. Pollards 1122. [5737

1954 Wolseley 4/44, silver grey, red hide, heater, low mileage; £665.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Batt. 2252. [C3022

6/90 saloon, new, at old price of £1,126/7.—Moss & Lawson, Ltd., 1076-1086, London Rd., Thornton Heath, Croydon. Pollards 1122. [5736

£185!!!—1938 12/48 saloon, new engine fitted, same appearance as 1948.—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

1955 Wolseley 4/44, fitted T.F. conversion, grey with red, one owner; £745.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

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WOLSELEY

JACK ROSE, Ltd.—1955 (May) Wolseley 4/44 saloon, in green and grey leather, most attractive, low mileage, a genuine car; £745.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

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1955-6 Bedford 12cwt van, 1,900 miles, body slightly damaged in accident; £285; drive away.—Tel. Luton 4212. [5807

THAMES 5cwt vans, as new, under list; terms and exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

BUNTINGS MOTOR EXCHANGE for light commercials; all makes, Bradford specialists; list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0284/R

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375gns.—Ford Thames September 1955 5cwt van, cellulosed grey, heater, passenger seat, flashicators, Undersealed, one careful owner, 3,000 miles, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 Commer Cob van, grey with passenger seat, low mileage, as new; £430.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1952 Austin A40 pick-up truck, grey and black, clean, excellent condition throughout, guaranteed; £295.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

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MEBES & MEBES, Ltd. (est. 1893).—Direct Austin specialists for over 30 years, offer immediate delivery all models, many at old prices, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

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SMITH MOTORS OF DULWICH for Austin-Healeys. —285, Rye Lane, S.E.15. Tel. New Cross 6767. [0841/R

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GROSE, Ltd., Northampton.

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MAREFAIR, Northampton. Tel. 31663. [0569/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

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SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0560/R

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0138

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AREA dealers North East Surrey for Borgward Hansa cars. [0641/R

BURNS STATUE GARAGE, Ayr 3338.—Sole distributors Glasgow and South of Scotland.—Isabella 1500 demonstration car available—quick delivery. [0480/R

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ALDARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models.—Brixton 6431-2-3-4.

OVERSEAS residents, enquiries Export Dept.—Macaulay 3201. [0984/R

STEARNS & CO. (CAR SALES), Ltd.—Ford Prefects in stock.—254, Brompton Rd., S.W.3. Ken. 0081. [5120

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HILLMAN Minx de luxe, dual grey/blue; £743/17.

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KDM & CHERRINGTON, Ltd.—Mark VII saloon, black, red, overdrive, at pre-Budget price; inquiries invited for other models.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

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M.G.

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M.G. A, Special Red, with black upholstery and wire wheels; old price, immediate delivery.—The Tower Garage, Ltd., Alderley Edge Cheshire. Tel. 3178. [5423

IMMEDIATE delivery new M.G. Magnette saloons and A 2-strs. with choice of colour; terms; exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [3965

MEBES & MEBES, Ltd. (est. 1893).—Offer immediate delivery of Magnette saloon, in cherry red and early delivery of M.G. A, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

MORGAN

MORGAN series 2 for delivery shortly.—Godfrey & Smith, Morgan distributors, Holywell Hill, St. Albans 2136. [4698

MORGAN Plus-Four with TR2 engine.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

BASIL ROY, Ltd., Morgan distributors, full range on view, see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stock of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

MORRIS

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.,

MORRIS distributors.

TEL. Epsom 1234. [0659/R

BOWES ROAD GARAGE, Ltd.

IMMEDIATE delivery, Morris Minor 2-door de luxe saloon, heater, Empire green; list; hire purchase, exchanges.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284. [5718

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery Cowley at pre-increase price.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

DORKING MOTOR Co., Ltd.; all models in stock.—Dorking 2256. [N1088

COWLEY; pre-increase price.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

SMITH MOTORS OF DULWICH for Morris.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0312/R

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

ONE Morris Oxford, black; list price, early delivery. [N2058

JACK ROSE, Ltd., Morris agents.—Morris Cowley, old list price.—High St., Banstead, Surrey. Burgh Heath 2376. [N3056

THE whole Morris range amongst the 100 cars at British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

NEW Morris Oxford, beige; £788 ex-works.—Bambridge Bros., Ltd., Pevensey Bay, Sussex. Pevensey Bay 324. [5574

KDM & CHERRINGTON, Ltd.—Immediate delivery of most models.—9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

NEW Morris Isis de luxe saloon for immediate delivery at pre-increase price of £895/17; one only.—Haslemere Motor Co., Ltd., Guildford 62877. [5770

WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054

HERBERT & MILLS, Ltd., Morris agents for over 30 years, offer early delivery of all new models.—75, Gt. Portland St., W.1. Langham 3506-7. [N2036

WEST LONDON MOTORS offer immediate delivery of Morris Minor and Oxford saloons; all facilities.—205/209, Fulham Palace Rd., W.6. Ful. 0066. [5750

MORRIS

NEW Morris Oxford Traveller's car, grey, with red upholstery, immediate delivery; £936/12.—Bells Service Garages, 144, London Rd., Kingston-on Thames. Kingston 1185. [N1106

SMITH & HUNTER, Ltd., specialists. Car and service agents; fullest facilities; certain models immediate delivery; exchanges, deferred terms.—376-8, Kensington High St., W.14. Western 2312. [N4013

LANKESTER ENG. Co., Ltd., offer immediate delivery Morris Oxford and Cowley saloons, minor convertible and 5cwt van, exchanges and deferred terms.—39/43, Eden St., Kingston-on-Thames. Kin. 3151-6. [0264/R

MORRIS Cowley new saloon, green, £799; Morris Oxford new saloon, choice of colour and demonstration model available without obligation, £848; Morris Isis new saloon, grey, £961.—Chain of Ealing. Per. 4404. [N1045

SPIKINS (TWICKENHAM), Ltd., 83/101, Heath Rd., Twickenham, have still available one only Morris Oxford saloon, and one only Morris Oxford Traveller, both in Clarendon grey at pre-increase list prices.—Tel. Popesgrove 1035-6-7-8. [5139

MEBES & MEBES, Ltd. (est. 1893).—Direct Morris specialists for over 30 years, offer immediate delivery all models, many at old prices, with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

NASH

SOLE concessionaires for all Nash models, r.h.d., available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 5556. [0562/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 3400. [0750/R

PANHARD

A REVELATION in motoring! Up to 85 m.p.h. and 47mpg, 6 seats, flat floor, amazing acceleration, superior road holding, safety, comfort, appearance, overdrive; try the aerodynamic 42bhp air-cooled f.w.d. Dyna saloon, agency enquiries invited (Home Market, U.S. Forces sales). Export.—Tarrant & Frazer, 10, Winchester Mews, London, N.W.3. Primrose 6159.

PARAMOUNT

THE new and more powerful Paramount 1½-litre drop head coupe, now available for delivery.

FULL particulars from Camden Motors, Ltd., Leighton Buzzard, Beds. Tel. 2041. [N1035

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [1806

PEUGEOT distributors, East Dorset, South Wilts and West Hants.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. Immediate deliveries 403 and 203 models. [N3090

PANTILES SERVICE GARAGE, Ltd. Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex, immediate delivery; dealers wanted, territory available. [N3035

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon. Tel. Cro. 7211/7217. [0391/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015

RELIANT

ROWLAND SMITH'S for Reliant.

IMMEDIATE delivery, choice of colours.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

RENAULT

RAYMOND WAY.

FOR your Renault 750cc saloon for immediate delivery on ½ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0777/R

RUDDS OF WORTHING.—Main agents offer quick deliveries.—Adj. Central Station, Worthing 7773-4. [0687/R

FRED GUY for new Renaults, immediate delivery; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

WELHAMS, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909. [N4070

EXCHANGE your car for the economical Renault, we offer our part exchange and h.p. facilities, tel. or write to:—

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [N2033

RENAULT sales and service, immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0166/R

NEW CARS FOR SALE

RENAULT

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Gt. West Rd., Brentford, Middlesex. Ealing 8841. [N3041

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.,

RILEY Retail Dealers.

TELEPHONE Epsom 1234.

[0661/R

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder.

IMMEDIATE delivery at pre-increased price.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

PATHFINDER; pre-increase price.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

SMITH MOTORS OF DULWICH for Riley Pathfinders.—285, Rye Lane, S.E.15. Tel. New Cross 6787. [0530/R

RILEYS.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1040

KDM & CHERRINGTON, Ltd.—Immediate delivery of Pathfinder saloon.—8, Albemarle St., London, W.1. Gro. 5551. [N2054/R

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

MEBES & MEBES, Ltd. (est. 1895).—Offer immediate delivery of Pathfinders, with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [0520/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 338-42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0130

ROVER

HENLYS, England's leading motor agents

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

STURGESS, Leicester.

ROVER distributors for over 50 years.

1956 Rover 90, 75 and 60s.

118 Charles St. Tel. Leicester 20033. [0171/R

GAVIN FAIRFAX, Ltd.

FULL range of Rover models, including Land-Rover, in stock; Rover 90 with overdrive; demonstration car available for trial by appointment.

WENTWORTH SERVICE GARAGE, Virginia Water, Surrey. Tel. Wentworth 3154-5. [N2099

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-8. [0245/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley. Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382-3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

DORKING MOTOR Co., Ltd., main dealers; all models for immediate or early delivery.—Dorking 2256. [N1088

NEW Rover 90, grey and grey leather upholstery, for immediate delivery.—Bridgwater Motor Company, Bridgwater 2218. [4964

THE whole Rover range amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3583. [N1027

ROVER

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

DUNHAM & HAINES OF LUTON offer immediate delivery of all models.—Tel. Luton 2100/1. 46, Castle St., Luton, Beds. [N1079

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [2276

CATERHAM, Purley and district, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2384. [0924/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R

STEARNS & CO. (CAR SALES), Ltd., of South Kensington, for your new Rover; all models in stock.—254, Brompton Rd., S.W.3. Ken. 0081. [5122

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0951/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester 8. Tel. Bla. 2302. [0866/R

LAND-ROVER

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

SIMCA

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2.—Immediate delivery of Simca cars. [N3040

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2629. [0109/R

MAYFAIR GARAGES, Ltd., accredited West End Simca stockists, for your new 1956 Aronde Elysee saloon, any car or motor cycle taken in exchange.—Balderton St. (opp. Selfridge's stock), W.1. Mayfair 3104-5. [N3009

SEVERAL low-mileage mod. 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 6 months' guarantee still applies.—Write Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Perivale 5651. [0665/R

YOU couldn't do better than secure immediate delivery of your new 1955 Simca Aronde saloon, available with over £100 saving upon the current list price; if you are longing for a family saloon with sports car performance, a car to suit your personality and to match your skilful driving—you cannot beat the 1955 Simca Aronde; the de luxe specification includes heater, leather upholstery and other extras; £799 ex works; of course, your present car is welcome in part payment at its current market value.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008

SINGER

WM WELBECK MOTORS, area dealers for the Rootes Group Singer, largest stock at new amazingly low prices; Retail Dept. at your service anywhere; Wholesale Dept. now covers the following areas: London, W.1 (North of Oxford St.), W.C.1 and 2, N.1, N.W.1 and 8, E.C.1, 2, 3 and 4.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

CROYDON.—H. Harmer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0661/R

TRADE and retail agents full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

IMMEDIATE delivery new Singer Hunter de luxe saloon in black; terms; exchanges.—Gibsons Sports Cars (Christchurch), Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [5964

STANDARD

L. F. DOVE, Ltd.,

AREA main dealers.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 5456. [N1077

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

HALLS (FINCHLEY), Ltd.

STANDARD and Triumph area dealers; all models available for inspection; part exchanges, h.p. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [5623

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Super 8 and Super 10 saloons, Good Companion estate car.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BURGE & INGLIS (MOTORS), Ltd.

FULL range of Standard 8s and 10s and Good Companion estate, immediate delivery, terms, part exchanges, cars or motor cycles.—Dodden Hill Lane, N.W.10. Willesden 4869. [N4017/1

JOHN S. TRUSCOTT, Ltd., for Standard.

WIDE choice for immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

STANDARD

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot, day and night garage facilities

BERKELEY Sq., London, W.1. Grosvenor 4343. [0856/R

WHITES GARAGE, Ltd., of Grimsby, offer:—

EARLY delivery of Standard cars, all models; Standard distributors for 34 years.

WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R

STEARNS & CO. (CAR SALES), Ltd., for Standard.

FAMILY 8, blue; £554. Super 8, grey; £623. 10 estate car; £728. 10 pick-up with cover; £440.—254, Brompton Rd., S.W.3. Ken. 0081. [5119

IMMEDIATE delivery Standard 8s and 10s, all models.

LONDON & COUNTIES MOTOR MART, Ltd., 79-81, New Kings Rd., Fulham, S.W.6. Renown 1183. [0576/R

LANKESTER ENG. Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184/5.

STANDARD and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and deferred terms. [0402/R

STANDARD 8 family saloon, grey; £554/17.—Salmons Garages, Ltd., Temple Bar 3338. [N4029

STANDARD Vanguard III saloon, immediate delivery from Elliotts of Bideford (Tel. 744). [5565

NEW Standard 8 de luxe saloon; old price.—Allery & Bernard, 372, Kings Rd., S.W.3. Fla. 7345. [5712

STANDARD 10 family saloon, beige; £614/17.—Salmons Garages, Ltd., Temple Bar 3338. [N4029

SMITH MOTORS OF DULWICH for Standards.—101, Barry Rd., S.E.22. New Cross 6611. [0315/R

KJ MOTORS, Ltd.—N.W. Kent's leading Standard/Triumph area dealers, Bromley. Bay. 3456. [0484

JACK ROSE, Ltd., for your new Standard.—Stanford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [N3056

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8, 10, 6cwt pick-up truck; immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3085

SIDNEY MARCUS, Ltd., official Standard and Triumph agents.—All models for early delivery.—33, Sloane St., S.W.1. Belgravia 3721. [N3006

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2080. [0431/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

METROPOLIS GARAGES, Ltd., offer Standard 8, 10 and the new Vanguard for immediate and early delivery.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0600

THE whole Standard range (at pre-increase prices) amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3583. [N1027

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461/2/3, offer immediate delivery Phase III Vanguard, beige/black; maximum H.P. ⅓ down, balance over 2 years. [N1001

DUDLEY COBBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early delivery Vanguard III family and Super 8 saloons.—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3566-7. [0955/R

WILSONS AUTOMOBILES AND COACHWORKS, Ltd., offer immediate delivery of the 8hp and 10hp range and prompt delivery of the Good Companion and light commercials.—34, Acre Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 2901. [N4085/R

HILLWOOD MOTORS for Standards.—All models for immediate or early delivery, one only Phase 2 Vanguard and estate car in stock, pre-Budget prices; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [5912

QUARTET models, full range available, you couldn't do better than take immediate delivery now while stocks last of Standard Eight Family or de luxe, Family Ten or de luxe or Good Companion estate car; your inspection also invited of Vanguard Phase III saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008

STUDEBAKER

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0090/R

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NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newton's Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0771/R

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0832. [0415/R

R. S. MEAD OF MAIDENHEAD for your new Sunbeam Rapier or Mark III saloon.—92, Queen St., Maidenhead. Tel. 3431-2. [N3011

NEW CARS FOR SALE

SUNBEAM

BEDFORDSHIRE.—Immediate delivery new Sunbeam Mark III, grey, red leather, overdrive.—E. J. Lee (Leighton Buzzard), Ltd. Tel. 2172. [N1035

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 5 lines.) [0869/R

TRIUMPH

L. F. DOVE, Ltd.,

THE official TR centre.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077

HALLS (FINCHLEY), Ltd.

THE new TR3 Hardtop on view; part exchanges, h.p. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) [5624

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2 and TR3, choice of colour.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3 Hampstead 6041. [N4018

BURGE & INGLIS (MOTORS), Ltd.

TR3 B.r.g., occasional seats, immediate delivery; part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0840/R

SMITH MOTORS OF DULWICH for Triumphs.—101, Barry Rd., S.E.22. New Cross 6611. [0845/R

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

TR2 specialists; immediate delivery; part exchanges; h.p.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3063

METROPOLIS GARAGES, Ltd., offer immediate delivery of the Triumph TR2 in black.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0599

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

IMMEDIATE delivery Triumph TR2, pre-Budget price, one only, part exchange welcomed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [N2068

HILLWOOD MOTORS for Triumphs.—TR2 for immediate delivery; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3913

LANKESTER ENG. Co., Ltd. (Distributors in Surrey since 1911); immediate delivery TR3 soft top, colour green, and hard top, colour black, with rear seat, exchanges and deferred terms.—80-83, Victoria Rd., Surbiton. Elm. 1184-5. [0893/R

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KENTISH & THOMSON, Ltd.—New Vauxhalls, immediate delivery.—564, Wickham Rd., Croydon. Springpark 3477. [N2047

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SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0127/R

DISTRIBUTORS Devon, Cornwall and Somerset; demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. [0785

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NOW dismantling Austin 7, 8, 10; Alvis 17, 20, 4 3-litre; Bradford; Bentleys; B.S.A. Scout and Twin; fwd Citroen; Ford 8, 10; Hillman Minx; Lagonda 16/80; Lancias, Aprilia, Augusta, Lambda; Lanchester 10; M.G. 2.6-litre; Morris 8, 10, 12; Rover 10, 14; Standard 9, 10, 12, 20; Singer Le Mans; Triumph Gloria and Dolomite; Talbot 14, 18; Vauxhall DX; Wolseley Hornet, etc., etc.—T. P. Breen, Ltd., High Rd., Whetstone, N.20. Hillside 7741. [0915/R

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REQUIRED, working foreman to take charge of works department with progressive firm.—Apply Byfleet Motors, Manor Works, Byfleet, Surrey. [5739

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SALESMAN required by retail dealer in Pinner area, knowledge of commercial vehicle selling an advantage; ideal opportunity for live man; pension scheme, etc.

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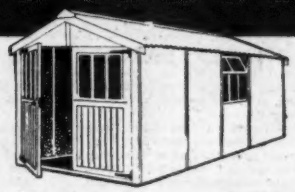

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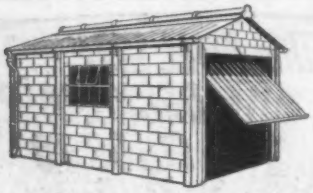

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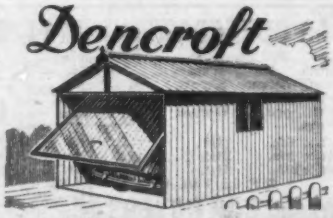

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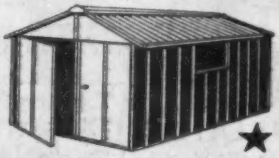

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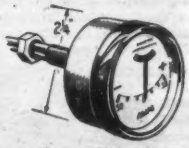

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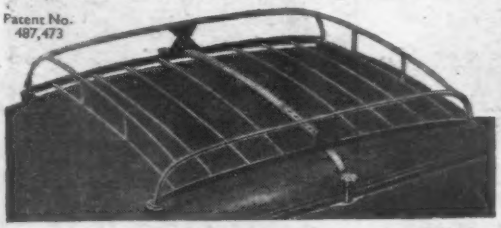

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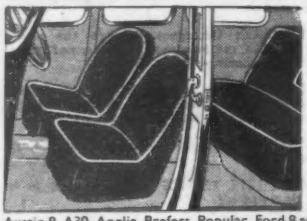

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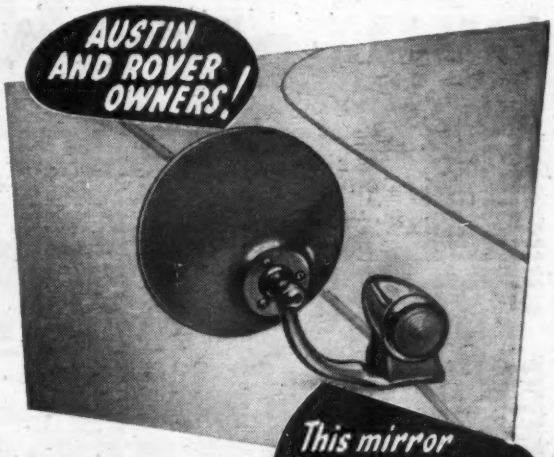

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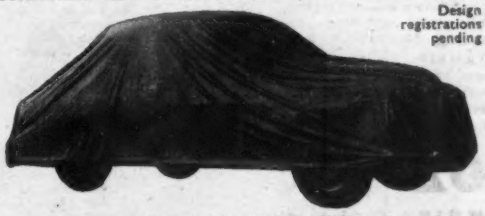

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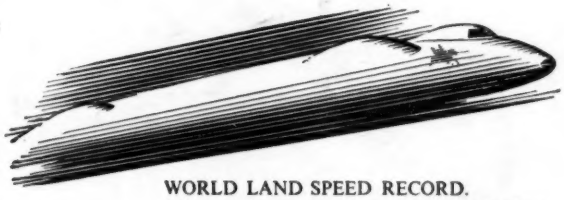

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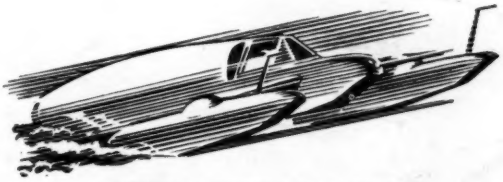

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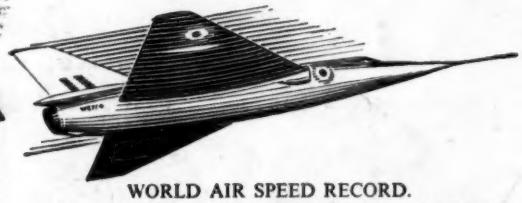

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